RAILROAD

JUNE, 1965 MAGAZINE 50¢

100 Years of Lackawanna Steam Power

by BERT PENNYPACKER

You Schedule the Orders while Your Servicemen Bring You $18 an hour gross profit

Yes, that is your hourly gross profit from the work of only three servicemen . . . at "national-price-guide" rates. And this is much easier to do than you think. We show you how . . . step by step. Duraclean dealers find it is easy to gross $6 per hour on EACH serviceman plus $9 per hour on any service they themselves render. Your income is limited only by the number of servicemen you employ. The 24 page illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a **clear net profit** to you.

Start while Continuing Present Job

We furnish all the equipment ... and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . have a fast growing income . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable . . the electric Foamovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . easy to start . . so easy to service that women dealers often do it. We prefer you have no experience . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of your services, builds your customer confidence and brings job leads to you.

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . **before** someone takes your location.

Start Small, Grow Big . . . in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a worldwide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

•

Your Services Are Endorsed by McCall's Magazine, Amer. Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

•

What Dealers Say:

Langdon Lawson: National advertising is tops, creates leads. In September, working alone, jobs totaled $1,475.

R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . . to contact me, "if anyone could get it clean, I could".

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

W. C. Smith: Earned $650 one week. Volume keeps getting bigger.

Service man for dealer **C. Weed:** Furniture was filthy black. When through, I was amazed how clean.

John E. Frost: First 2 months I grossed $1,000 part-time.

Loren Farris: I'm proud to be independent at 30. I wish I had known about Duraclean earlier.

Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The value of your dealership and franchise **grows monthly.**

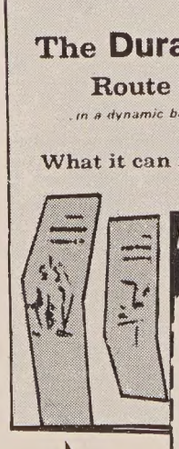
FREE BOOKLET tells how to Start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location should be taken tomorrow . . . so mail coupon **today.**

Find Out with NO OBLIGATION



Mail this coupon TODAY

It may put you in business

Duraclean Co., 5-705 Duraclean Bldg., Deerfield, Ill. 60015

With no obligation, mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ Zone____ State_____

This story actually happened. The man's name has been changed and this is not his photograph, but the facts are true.

"Your name is on the list"

Doug Mott was not surprised. The recession was on and the assembly line where he worked was almost at a standstill.

And then, strangely, the boss began to smile. "You know how the Engineering Department sends us blueprints and then we have to send them back for revision because they just aren't practical to produce?" Doug nodded . . . wondering. "That's waste . . . and we can't allow it to continue. That's why we thought that if we had a man who knew assembly and production — and drafting, too — he could act as liaison man between engineering and production. You know production, Doug . . . and you're studying drafting with I.C.S. You've got a *new* job. Congratulations!"

Doug Mott now heads a drafting room. But he will never forget the day his name was on the list to be laid off.

Good times or bad, I.C.S. training sets a man off from his fellows, puts him on the road to promotion. You can start on that road by filling out the coupon *now!*

Clip coupon here—and take your first big step to real success! **I.C.S., Scranton, Penna. 18515**

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RAILROAD MAGAZINE

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July, 1951: a Great Northern articulated 2-6-8-0, No. 1935, pauses to fill her tank at Cloquet, Minn., water tower.

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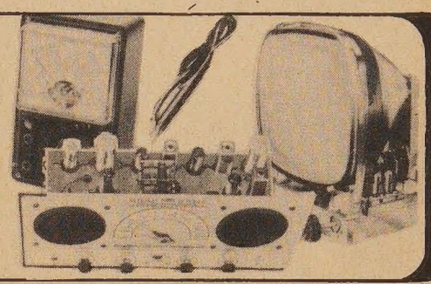

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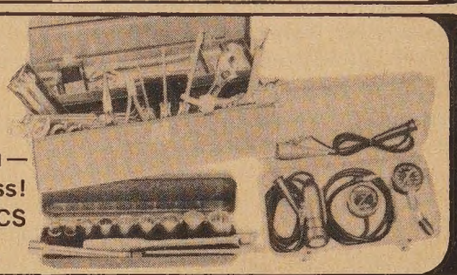

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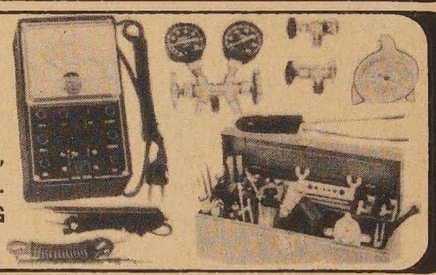

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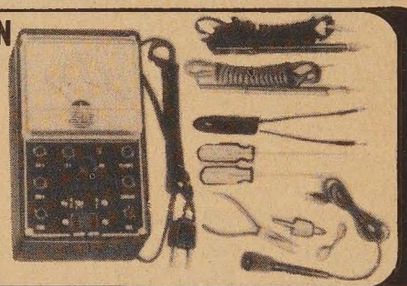

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A group of University of Pittsburgh students held a dance recently in new, 86½-foot, all-steel, Pennsy boxcar—double the size of standard equipment—parked in Penn Station, Pittsburgh. The railroad gave gilded spikes to winners in frug, monkey, and twist dance contests. The car now hauls auto parts.

THE MAIL CAR

where editors and readers meet

FRONT COVER this month shows Lackawanna engine 1116 with train 1055 at Clifton, N.J. It was shot in 1952 by Robert F. Collins, Erie-Lackawanna train dispatcher, 436 Radcliffe St., Wyckoff, N.J. ●

OUT OF THE RED? "Has the New York Central finally broken the commuter rail fiscal barrier?" Guy Savino wrote in the *Newark* (N.J.) *News* last March 5th. "The word around the financial district is that NYC is making a profit on its commuter runs, something which has been declared an impossibility for an Eastern railroad."

In answer to this rumor NYC Vice President Douglas Campbell tells us: "All of us wish it were true that the Central has finally been able to make its passenger service pay. Unfortunately, that is not the case. While great strides have been made, the railroad's 1964 deficit from passenger operations amounted to $14.1 million—a post-war low. The great strides are emphasized by the fact that in 1957 Central's passenger deficit was $52 million. I hasten to point out that our passenger service deficit was incurred in both our long-haul and suburban operations."

Mr. Savino's article in the *Newark News* states also: "Chicago & North Western last year carried 20,507,000 passengers, grossed $14,894,000, and reported a net of $706,000. NYC carries nearly the same number of passengers on its commuter lines, but is not given to boasting how it is doing or giving a breakdown on how it does financially with the commuters. . . It is difficult to get the facts about the commuter business from the railroads. . .

"But very definitely something drastic has happened since 1957 when NYC was lopping off West Shore and its Weehawken Ferry and the Putnam line with the cry that it had to curtail service or go out of business. In that year NYC stock dove down to $7. It is now selling at $56." ●

John W. Barriger

PERSONALITIES. John W. Barriger, who was president of the Pittsburgh & Lake Erie from 1956 until his retirement last December 31st and later served as special consultant on the Frisco, has been elected chairman and chief executive officer of the Missouri-Kansas-Texas, making him the first chairman that road has ever had. C. T. Williams remains as Katy president. A personality sketch of Barriger appeared in our June '63 issue, *Interesting Railfans* series.

Schayne Schuett, age 2, out walking with his dog, held up a Great Northern passenger train near Bellingham, Wash., the other day when he tripped and sprawled across the tracks. The engineer applied his emergency brake, stopping a few feet from the boy. Schayne and his dog, both unhurt, then rode the train to the nearest station, and a policeman took them home.

Elaine M. Essey

The only female clerk in the Pennsy enginehouse office at Conway, Pa., is Miss Elaine M. Essey. Born at Aliquippa, Pa., in Feb. 24, 1944, Elaine traces her interest in railroading to the day her father bought her a toy electric train. She went railroading last fall at the suggestion of a cousin who works in the Pennsy master mechanic's office at Pittsburgh. She assists with timecards, takes shorthand, types letters, and takes investigations and trials.

"I find the job very interesting and hope to continue with the PRR many years," she says. "The men here are kind, helpful, and considerate."

Who wouldn't be, when dealing with a saucy brown-eyed beauty? Besides railroading, Elaine likes dancing, swimming, and listening to stereo records.

Santa Fe engineer A. V. Smith of Lexington, Okla., reports that on the ATSF right-of-way between Edmond and Britton in that state are two graves which section crews have been tending for nearly 80 years. The legend is that an altercation between two men helping build the line through Oklahoma Territory in the 1880's resulted in their deaths. Both were buried on the spot. The graves are plainly visible to passengers and crewmen on passing trains.

Three generations of railroaders are currently employed as telegraphers by

the same railroad, the Chesapeake & Ohio, all on the Hocking Division. They are Charles Evans, agent at Jackson; his son James L., agent sharing his time at Harpster and Morral freight offices, and his grandson, James A., operator in Toledo's Middle Avenue office.

"There's nothing like the fragrance of roses to get your mind off many years working in smoke and pungent diesel fumes," says Lawrence O. Rasmussen, retired Rock Island engineer, who now spends a lot of time raising roses in the garden at his home, 251 12th Ave., North, South St. Paul, Minn.

Wilbur G. Kurtz, historian and artist of Atlanta, Ga., reached the age of 83 last February 28th. His father-in-law, the late Capt. William A. Fuller, was the railroad conductor who chased and caught up with the Andrews raiding party that stole the *General* in 1862. Mr. Kurtz has a specialized knowledge of Civil War railroading. A birthday party for him was given by Col. James G. Bogle, retired, 1749 Dyson Dr., N.E., Atlanta, who presented the grand old man with the copy of Freeman Hubbard's *Railroad Avenue*. Mr. Kurtz had helped the author with his chapter on the Andrews Raid, entitled "The Other Side of Jordan." The new enlarged edition of this book carries a photo by Colonel Bogle showing Wilbur Kurtz at the trackside grave of an unknown Confederate hero near Marietta, Ga.

Miss Clare Hebb has just retired from the Canadian Pacific after more than 46 years' service in the Winnipeg depot. Her father, the late A.G. Hebb, fired the historic Eight-wheeler *Countess of Dufferin* in 1888 and '89 when she pulled trains between Winnipeg and Pembina. The old engine has long since been retired and placed on display near the Winnipeg station.

Five sons and a clear record of 47 years' service is the legacy left to the C&O by Frank E. Johnson, retired section foreman, St. Albans, W. Va. Four sons hold C&O jobs respectively as operator, signal maintainer, signal helper, and equipment operator. Another is a furloughed signal helper. •

FAST SILK TRAINS, our April feature by Freeman Hubbard, drew the following letter from Don H. Roberts, 151 N.E. 45th Ave., Portland 13, Ore.:

"Silk trains declined largely because the Depression knocked silk prices down and the interest on them also. Then as the Depression ended, new substitutes such as nylon and rayon cut the demand for silk. The prices of other commodities began to rise, but silk did not rise proportionately. In the days when I worked for the Union Pacific, silk runs had an operating stop at Centralia. Heavy Pacifics could take the trains over Napavine Hill, just south of the city, but a second Pacific was added for a fast schedule over the hill. To save time, the trains were double-headed to Portland rather than stopping to cut off the second engine, and the crews would be paid for only a helper turn."

Says Graham Nichols, Canadian Pacific press representative, Room 294, Windsor Station, Montreal: "We here are much impressed with your article on silk trains. It is a real classic, in both presentation and layout, and we are keeping it in our permanent files."

The article reminded Louis Schlanger, 432 E. Jackson St., Iola, Kan. 66749, of a book for teen-agers entitled *Ghost Train* that he read about 30 years ago. "It was a fiction story," he recalls, "the high point of which concerned the hijacking of a silk train."

Frank Perrin of Great Northern public relations staff writes: "Because of the excellent silk-train chronicle in *Railroad Magazine* our historical file on that subject has been handsomely enriched. One minor point: the article

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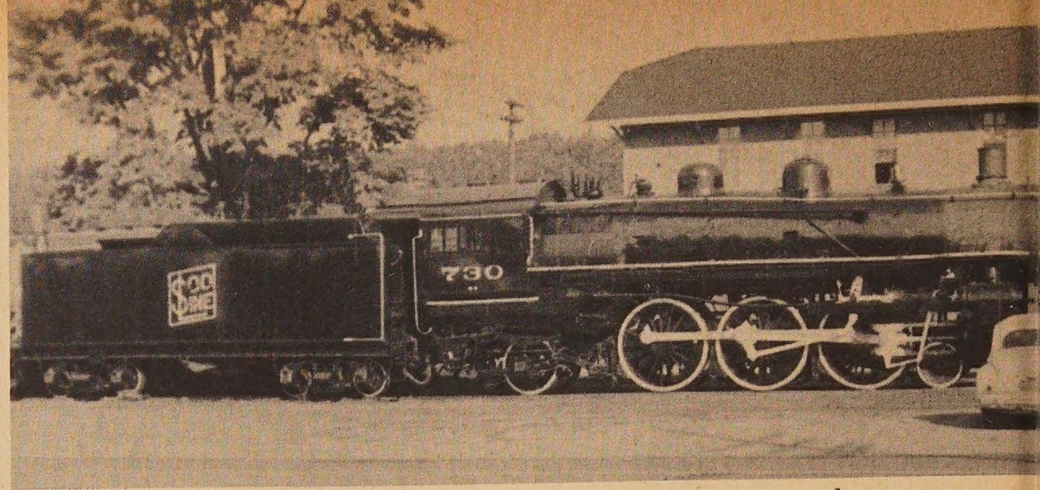
mentions (page 22) a train *White Flyer*. C. O. Jenks, our general manager at the time you wrote about, says there never was a train by that name, to the best of his knowledge, on the GN or any other line. The train referred to, No. 27, was always known as *The Fast Mail* but was temporarily dubbed *The Marathon* after the spectacular run with the engine, No. 2517, that had pulled the silk train."

We now hear from Paul W. Tilley, retired Sante Fe yard clerk, 10109 S. Stanford Ave., Los Angeles 2, Calif. "I saw many Northern Pacific silk trains passing Lake Park, Minn., where I was staying in the 1920's. Many had 10 or more cars, pulled by a Mike or a big Class T 2-6-2.

"In the 1930's, while working as a checker for the Harbor Belt Line in Los Angeles, I caught a silk job myself. A Japanese liner had docked in mid-morning; the silk was quickly transferred from ship's hold to railroad cars. The Pacific Electric made a fast run with them to Los Angeles Union Station, and they were coupled onto the head end of the Santa Fe *Chief* eastward." ●



Soo Line engine 730 inspired an ex-fireman to write the poem on the next page.

CANADIAN PACIFIC is equipping its main-line freight trains with radio transmitters and receivers. The program, expected to cost $1,500,000, is scheduled for completion early this year. It is placing some 1,000 FM radio sets aboard diesel locomotives and train cabooses across the system. In addition, some 50 base radios are being installed at railway terminals and division points.

The new equipment provides end-to-end communication for freight train crews as well as train-to-terminal links. The move was made to speed, and expedite terminal handling.

Three radio sets are placed aboard each train. One, a 25-watt transmitter and receiver, is mounted in the engine cab. The other two are lightweight one-watt sets that help the crew members in switching operations.

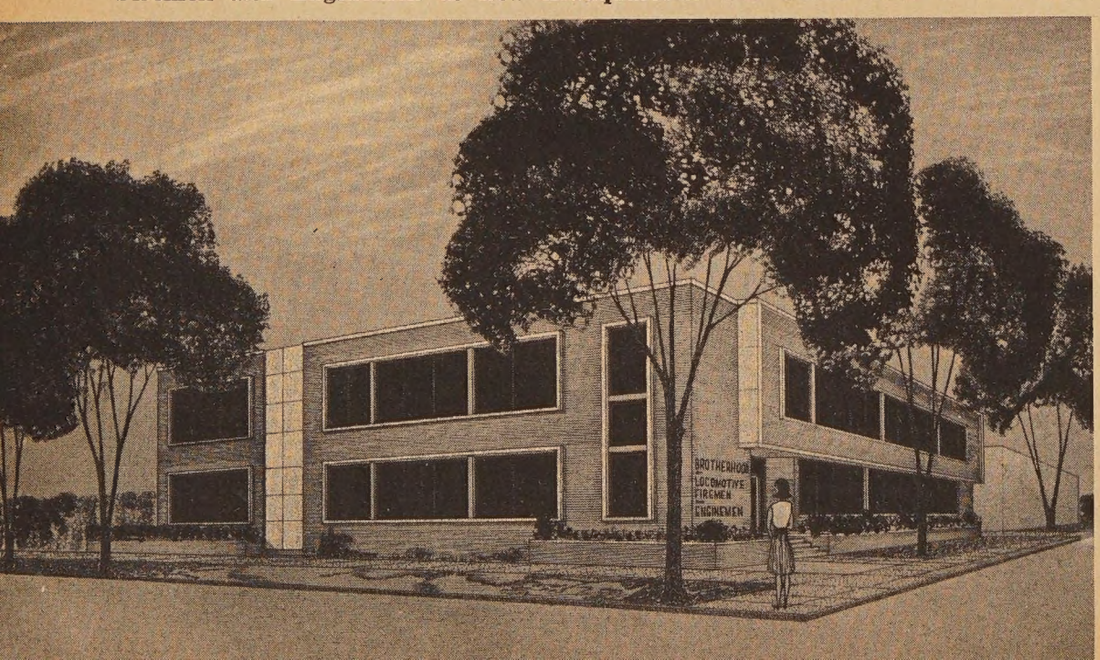
The radio sets are used by crews to direct switching enroute, to discuss yarding arrangements with terminal checks of equipment on the move, and to pass along information referring to mainline track conditions. ●

A YOUNG father-to-be, Mark Anderson, was rushing his expectant wife to a hospital in New Britain, Conn., when he found that a slow-moving New Haven freight train had blocked a grade crossing. He raced down a side street to the next crossing ahead of the train, told his wife to keep blowing the horn, while he ran beside the tracks and waved his arms frantically.

The engineer, Norman Steele, saw him, stopped the train, and was told of the emergency. Steele obligingly backed up the train so Anderson could cross. Anderson got to the hospital at 5:25 a.m.; the baby came at 6:05. ●

BRIEFLY SPEAKING. American railways are expected to increase their carrying of new motor cars to 33.3 percent this year. In 1959 their share of this traffic was only 8 percent.

New building in Lakewood, Ohio, has been bought by Brotherhood of Locomotive Firemen and Enginemen as new headquarters. Old offices were in Cleveland.



Missouri Pacific has been authorized by the ICC to take control of the 862-mile Chicago & Eastern Illinois. A rival application by the Illinois Central was turned down.

The once-busy New York Central passenger station at Batavia, N.Y., is now closed to the public, except when an employe is on duty. Invasions of vandals brought about the decision to keep the waiting room and rest rooms locked. The ticket window has not been used for years, with passengers purchasing tickets after boarding trains. They must now wait outside the station when a clerk is not on duty.

Norfolk & Western is building a thousand 100-ton gondola cars in its Roanoke shops, to cost about $12.3 million. These are high-capacity cars.

The Washington & Old Dominion, terming itself "an anachronism in time," is asking the ICC for authority to abandon its entire 48-mile line in northern Virginia. The railroad, which runs from Alexandria to Purcellville, says it has been losing money since 1959. Its sole stockholder is the Chesapeake & Ohio. If abandoned, the W-&OD right-of-way will be sold to the Virginia Highway Department.

Rail traffic on the Quebec Bridge was interrupted recently for a whole week when a car of coal in the middle of a Canadian National train jumped the tracks on the bridge, cutting through 2,670 ties, then ran about a quarter-mile and rereailed itself at the first switch just east of Ste. Foy station, reports J. B. Boudreaux, CNR agent there.

Fines totaling $49,750 were imposed by Federal courts during January on 28 railroads for 199 violations of the Safety Appliance Acts, the ICC reports. The violations included 80 defective air brakes, 18 inefficient hand brakes, and failure to make proper air brake tests in 41 instances. ●

LOCOMOTIVE 730, which the Soo Line donated to the town of Gladstone, Mich., prompted onetime fireman Floyd H. Struble, Brampton, Mich., to write the following poem:

MEMORIES OF THE 730

Here she sits beside the highway,
Finished now, this outworn rover
Children clamber on her pilot;
Railfans stop and look her over.

Firebox door is welded open,
Water glass and gage cocks missing,
Both injectors closed forever,
Air brake valves no longer hissing.

Stories she could tell of courage
Oldtime hoggers' deeds of daring,
Strings of coaches brightly lighted,
Hotbox troubles, torches flaring,

Eyes of wildlife among shadows
In the headlight softly gleaming,
Side rods flashing, whistle wailing,
Passengers asleep and dreaming,

Single track and close dispatching,
Time on meets shaved very thin,
Forest fires and floods and blizzards,
How they rapped her, wheeled her in,

Hoboes riding on the tender,
Switchlights glinting green and red,
Railroad bulls with badge and night stick,
Townfolk hours ago in bed.

Now she sits beside the highway,
Done with valve oil, coal, and grease;
Symbol of the march of progress.
Rest, old lady, rest in peace.

LONNIE HICKS, a 19-year-old switchman, was working a night job in the Chicago, Burlington & Quincy yard at North Kansas City, Mo. There was no fireman-helper on his crew's engine and so the switchmen were spread far apart in order to relay hand signals to their engineer. To gain a better position, Lonnie had to step backward and onto adjacent tracks. As he did so, at 2:30 a.m. last January 25th, he was fatally struck from behind by another yard train, which also was being operated without a fireman. He leaves a widow, named Pat, age 18, and a baby son.

Though all the news media in the area gave the accident wide coverage, no mention was made of the fact that the fireman-helped had been removed from both engines by company policy, or that undermanned engine crews may have caused the death. ●

MEMORIES of woodburning days are recalled by William E. Baker, age 83, retired Seaboard Air Line engineer, 316 S. McDuff Ave., Jacksonville, Fla.

"I ran an engine for $50 a month, working a 12-hour day, no overtime," he writes in the *Enginemen's Press*. "If I was not relieved I stayed on duty until I was—and sometimes that was a week!"

Before that he fired a few trips on the old Florida Central & Peninsular (now part of the Seaboard), but was dropped on account of his youth.

"Without waiting for the pay-car," he says, "I went to Tampa, applied for a job, and was sent out that same night. I fired the night passenger and express train to Jacksonville and made the run without eating any lunch or wearing gloves. I helped the porter load wood from the rack to the engine. My hands were so sore and full of splinters that I couldn't go out on the return trip." ●

TUMBLEWEED fences keep sand from covering the Texas & Pacific tracks between Big Spring, Texas, and El Paso. The fences were originated in 1953 by the late L.R. Stevens, who was then general roadmaster at Big Spring.

"Stevens hedges," as the fences became known, are built of one-inch pipes driven into the ground with two strands of barbed wire strung along them. Tumbleweeds are piled up against the barriers to filter out sand which could cover the rails.

"We haven't had to clear the tracks since we got the fences," says C. C. Nichols, who replaced Stevens as roadmaster. Stevens once estimated that the fence saved the railroad $4,000 a mile.

They cost $1,000 a mile. The cost of replacing rock ballast fouled with sand is $5,000 a mile.

One of the last passengers aboard the *Texas Eagle*, the T&P's once-famous train running between Fort Worth and El Paso, was Erick Sexton, age 4, who got on with his mother. His half-fare ticket to Fort Worth was the last one sold at Big Spring for an *Eagle* trip. The lad had been begging his parents for a train ride some time before they learned that the *Eagle* was about to be pulled out of service. The train was discontinued upon reaching Fort Worth.

Incidentally, Big Spring was the scene of a spectacular train robbery many years ago. ●

DOG STORY. "I started railroading by firing for the Nickel Plate at age 16," writes Earl S. Crane, 536, N. Maine St., Bellefontaine, Ohio. "Later I boomed around the Midwest, firing, braking, and switching on many roads. I would like to hear from old buddies who remember me.

"I am now running the New York Central's livestock feeding yards here. We sometimes handle as many as 6,000 cars a year. That means unloading, feeding, watering, and reloading. One day I received a telegram from the Erie agent at Buffalo, N.Y., saying that they had just unloaded a carload of lambs from Bellefontaine and the lambs checked out OK but there was also a big dog that was not listed on the waybill.

"It turned out to be my son's St.

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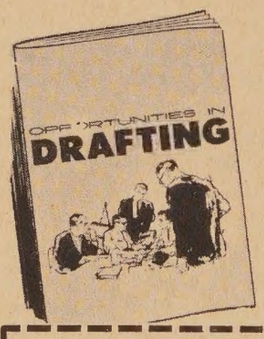

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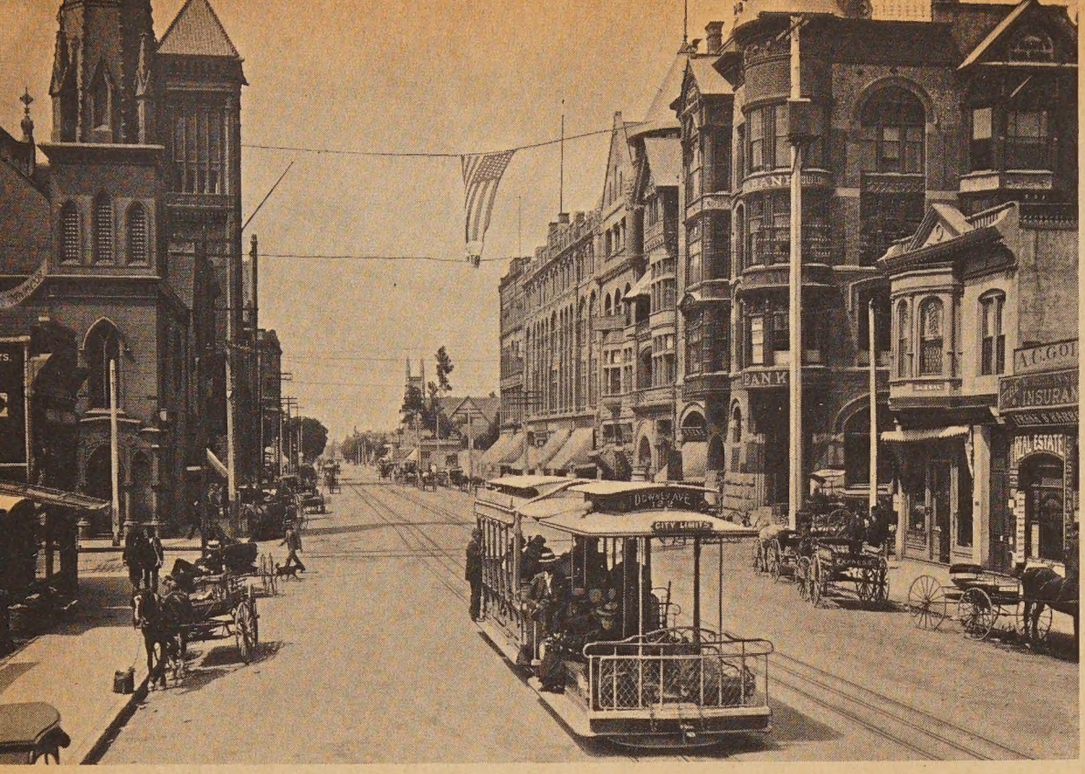

You've heard a lot about San Francisco cable cars, but did you know Los Angeles also had cable cars, prior to 1895? This is one of 243 illustrations in a new book, *The Railroad That Lighted Southern California*, reviewed on page 52.

Bernard named Tinnie, that weighed about 175 pounds. It seems that when the men finished loading the car here around 11 p.m. they didn't know that Tinnie had gone aboard and was lying down in the warm, comfortable straw. My wife and son drove to Buffalo and picked him up. Newspapers all over the country carried the dog's picture." ●

JOHNSON BAR. Letters keep arriving in answer to our query as to why the reverse lever of the steam engine was called Johnson bar. This one comes from Harry. G. Kelley, retired Southern Pacific engineer, 4418 W. Pico St., Los Angeles, Calif. 90019:

"An Espee engineer named Johnson had the habit of hanging his vest, with the watch in one pocket, on the reverse lever so as to check the time whenever he wanted to, because engineers didn't wear overalls in those days. As a result, officials began calling that lever Johnson's bar."

A version by W. D. Bellesfield, retired, Milwaukee Road engineer, Spencer, Iowa, says that about a century ago when the U.S. Senate refused to impeach President Andrew Johnson, they reversed the charges made against him and for that reason the locomotive reverse lever was called the Johnson bar. (However, the Senate did not actually *reverse* those charges. One less than two-thirds of the Senators refused to vote against the President.)

Now we listen to "Carload Andy" Ospring, former Vandalia (PRR) engineer, 1322 N. Ontario St., Burbank, Calif.: "The term was coined after a master mechanic named Johnson had suggested that the reverse lever be lengthened to make it easy for the engineer to throw it over. Up till about 1903 most engineers had short reverse levers, but the first Pacific type had a long one."

Says J.F. Miller, 6562 Dale Ave., St. Louis, Mo. 63139: "I have worked in the shops of 15 railroads and I heard the term 'Johnson rod' used more by enginemen than by shopmen. Before the advent of the steam jam brake, or automatic, or straight air, the reverse lever was used for braking to some extent in the yard or roundhouse. Of course, it would never be used to retard the speed of a fast train. In the latter case, the engineer would whistle for hand brakes, and all available men would start setting hand brakes. Even the tender had a hand brake, which the fireman used as needed. When the engineer whistled brakes off, the men would start releasing hand brakes. All this was in the link-and-pin days." ●

OVERSEAS. Recently at Torrington, England, 200 mourners held a funeral service for the 40-year-old North Devon & Cornwall Jct. Light Railway. They hung an evergreen wreath on the front of the diesel engine and a caricature of Dr. Richard Beeching—the boss of British Rail—on the back. Then they let out a rather sad cheer as the last passenger train moved off on the remote 27-mile stretch of Britain's dwindling rail system.

The line has been closed to passenger trains under Dr. Beeching's controversial program to rid the government's railway system of lines that don't pay their way.

Main railway station in Helsinki, Finland, may have to be moved, due to the proposed replanning of the city. All modernization of the famous terminus has been halted.

In Australia, the standard-gage track project between Perth and Sydney has been delayed because of disagreements between the New South Wales Government Railways and Commonwealth Railways. The first section of track was opened last December.

Japan's new super-express train service between Tokyo and Osaka, the world's fastest with top speeds of 125 miles an hour, has reduced the number of passengers traveling by air between the two cities by 8 per cent since the start of service last October, according to information reaching Sachio Nakanishi, director of the Japanese National Railways, New York.

Introduction of electric traction on 620 miles of the Moscow-Sverdlovsk (Urals) trunk line in the Soviet Union is now complete.

"There is no circus-owned train in Europe," writes Joachim Lehnert, Bauingenieur, Werdenfelstrasse 24½, 89 Augsburg, Germany, "but Germany's biggest circus has its own railroad cars for elephants. The rest of the outfit, including most of the personnel and the animals, is transported on 3 special trains, using ordinary freight cars and coaches. Some artists with their own automobiles and trailers take the highway, as does the show's advance publicity unit. Aside from Ringling Bros. and Barnum & Bailey, this is the world's largest traveling circus. Among other animals, it has about 15 elephants and more than 100 horses." ●

OUR incoming mail, which is very heavy, shows that the magazine is widely read, and we appreciate it. But we cannot find time to read or answer the piles of *long* letters that are heaped on our desk every working day. The kind of note we like to get is one short paragraph. In exceptional cases, 2 or 3 short paragraphs would be ideal. When letters are very long or hard to read, we usually throw them away unread.

Barbara Kreimer answers as many questions in her department as space permits. Our staff is not geared to supply individual railroad information by mail or phone. Don't expect it. Furthermore, it is not possible for us to acknowledge every piece of mail we get, much as we'd like to. The more correspondence we handle, the less time we can spend on the magazine itself. So when you write, please come to the point quickly and then stop. That helps to keep *Railroad* on the main line. ●

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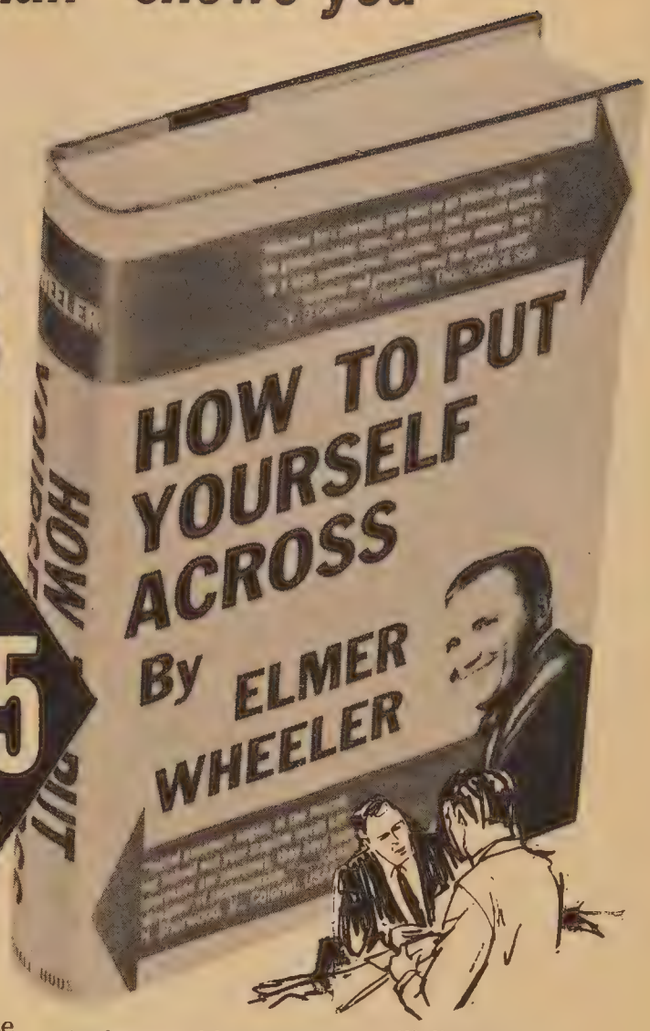

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- Have a genuine regard for others and in so doing have many friends

ABOUT THE AUTHOR

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it. Thousands of men and women have been shown the way to greater success in Elmer's over 20 books. In this book Elmer's advice and experience is directed to people everywhere who wish to learn the knack of improving human relations in all phases of life.

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100 Years of LACKAWANNA STEAM

by Bert Pennypacker

Engine No. 1 of the Delaware, Lackawanna & Western on Gee Brook trestle, which was taken down and filled in about 1904.
From collection of William M. Hayes

COAL-SMOKE billowing over the green laurel, the white birches, and the pink-blossomed rhododendron in the Pocono Mountains, coupled with the offbeat exhausts of three-cylindered 4-8-2's, years ago, meant that the Delaware, Lackawanna & Western Railroad was moving heavy freight over the 59 miles of grueling grades that lay between Stroudsburg, Scranton, and Clark's Summit, all in Pennsylvania.

We remember the handsome steamers that pulled this freight. They were large, powerful, and well maintained, for it took a lot of doing to surmount those rugged parapets. It was a thrill to watch them. We have mental pictures of the fat-boilered Mikados with boosters, the triple-cylindered Mountain types, and the high-capacity 4-8-4's known as Poconos that sallied forth from the coal-mining city of Scranton, often doubleheaded fore and aft, and we know that each engineer had his Johnson bar down toward the corner, his throttle wide open, and sometimes sand flowing to give the driving wheels a cat's-paw grip on the rails they climbed.

But it wasn't all tough going. The system had a superb high-speed right-of-way for passenger trains east and west of the mountain district. Hefty Pacifics and Hudsons and mammoth 4-8-4's reeled off a steady 60 miles per hour or better with the *Lackawanna Limited,* among others. Many a time we saw and rode those trains. Who could ever forget the excitement of traveling behind one of the 1151 series as she lifted Train 3 almost effortlessly up the seven-mile grade out of Scranton and streaked onward to Binghamton, New York, trailing a fleecy cloud overhead that faded into the blue sky and covering the 59 miles in one hour?

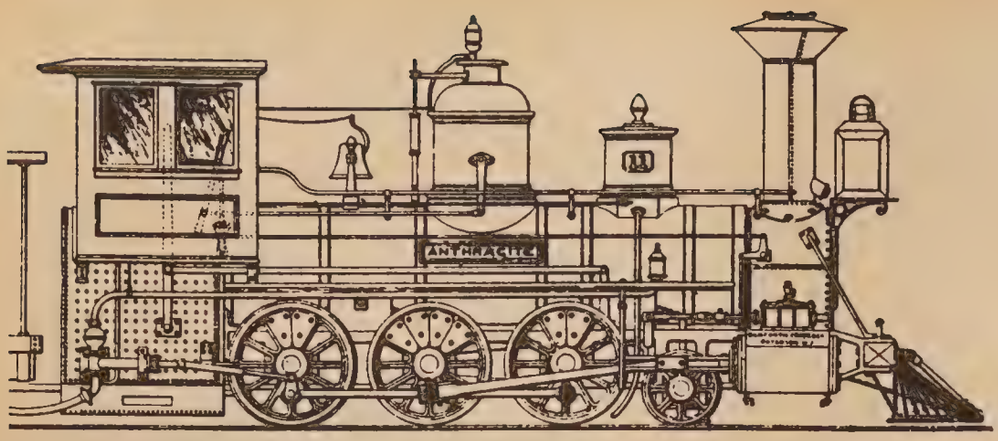
Avid train-watchers recall the fifty-five Pocono types included in the main-line locomotive pool. The 1500 and 1631-1650 series locked coupler knuckles with sleek varnish while the engines numbered 1601 to 1630 were wheeling hot manifest freights on passenger schedules. Those versatile 4-8-4's did such a good job in the mountains as well as all over the system that the Lackawanna never needed articulated locomotives.

In contrast to this high-capacity power, large Camelback 4-4-0's and Ten-wheelers snapped in and out of the Hoboken Terminal with strings of open-platform coaches on commuter runs. Late-comers in the train-watching game missed this fascinating parade of trains, for many Camelbacks met a quick end after the electrification of suburban lines in 1931.

Prior to dieselization, the Branchville, Boonton, and Washington locals were eventually pulled by displaced Pacifics with wide fireboxes. We recollect seeing on those runs—back in 1940—a 4-4-0, a 4-6-0, and several 4-6-2's.

The 1123 which wheeled the *Lackawanna Limited* between Buffalo and Elmira was personalized by getting a smart-looking red and green trim, making her the only colorful locomotive the railroad had in modern times.

COME to think of it, more than a few American steamers of fairly recent vintage sported bright colors, like the British. The Southern had green coalburners, some with engineers' names emblazoned in gold on their cabs—and were they handsome! The Pennsy, C&NW, Great Northern, and Central Vermont also featured various shades of green. An oldtime *Railroad Magazine* cover pictured in color the crimson loco that pulled the Chicago Great Western's *Red Bird.* What a sight she must have been! We would like to hear from readers who saw her.



The first Lackawanna hard-coal burner was appropriately named *Anthracite.*

Other *Railroad* covers showed Southern Pacific *Daylight* power, orange and silver, and the B&O's *Royal Blue*. The list of roads which used to have colorful steam engines also includes the Lehigh Valley, red and blue, which we wrote about in last January's *Railroad*; the Texas & Pacific, blue and gray; the IC, orange and brown; the Milwaukee, orange with red trim; the Wabash, blue and white, and the Union Pacific and the New York Central, steel gray, not to mention some brightly-hued Canadian National and Canadian Pacific power.

Long ago, thousands of garish 4-4-0's and other types were ornamented with gilt scrolls and works of art painted on their wooden tenders and oil-burning headlights. We don't know the colors of the Lackawanna's first engine, which a predecessor road acquired in 1837, but we do know that during the century which ended in 1937, when Alco delivered the DL&W's last steamers, the system received a total of nearly 1700 new engines. This figure doesn't include rebuilds or conversions done in the company's own shops. Only 113 completely new ones came from those shops. Outside builders supplied 914 new steam locomotives.

Specifications of these engines may be found in rosters published by *Railroad Magazine* in August, 1933, and April, 1948.

The road's modern-day steam roster featured giants, but orthodox types with conservative wheel arrangements, never more than eight drivers. DL&W dabbled little in odd experiments, its three-cylinder 4-8-2's being a notable exception. But the forward-looking motive power officials at Scranton knew what to do. Their Camelbacks quickly gave way to larger power with end cabs and trailing wheels to support the big fireboxes, after 1912; and subsequently outmoded freight Pacifics and surplus Mikes became heavy 0-8-0's in an unusual rebuild program in the Scranton shops. Shiny new 4-8-4's rolled onto the high iron just one year after the Northern Pacific had introduced that type in 1926 and following exhaustive test runs on the Lackawanna by the Timken engine, No. 1111, known as "The Four Aces."

Lackawanna's earliest locomotives date from the long-gone years when engineers worked while standing in the open air—no cabs—and fireboxes devoured a diet of cordwood, with flames belching from tall stacks. That crude machine really banged and clanked.

The first engine to operate on any part of the system was a midget belonging to the Morris & Essex Railroad. The six-ton 4-2-0, named *Orange*, came from the shop of Newark's great inventor, Seth Boyden, in 1837. Another M&E 4-2-0, named *Essex*, was eventually sold to the Iron Railroad of Ohio and operated on that line for many years. Part of her westward journey included a voyage by schooner on Lake Erie.

But the main line of the Lackawanna itself didn't come into being for 14 years and acquired its first motive power in 1851, when three new 4-4-0's and three 4-6-0's came from the Rogers, Ketchum & Grosvenor plant in Paterson, N.J.

Two little engines were bought second-hand for use in building the original main line westward from Scranton to Great Bend. The Philadelphia & Reading probably had no qualms about parting with its Braithwaite-built *Spitfire*, an 0-4-0 of 1838 vintage that undoubtedly lived up to her name. And from the Ithaca & Owego, which (like the M&E) was a DL&W predecessor line, came the *Pioneer*, a 4-2-0 built by Walter McQueen in 1840. The workmen called her "Old Puff," because that's what she did, and little more.

Thus far all of the engines burned cordwood, this fuel being stacked at "wooding up" stations at intervals alongside the track. In those days, wood was cut down and piled up by people who lived near the railroad. They were paid for it with small, round, wooden tokens, which the railroad company later redeemed for cash.

THE LACKAWANNA'S first two coalburners showed up in 1854. These were a Mogul appropriately named *Anthracite*, built by Sanforth, Cook & Co. of Paterson, New Jersey, and a Ross Winans 0-8-0 Camel (not Camelback), the *Carbon*, also appropriate.

Does any oldtimer recall DL&W enginehouse and wooden water tank at Ithaca?

Rare photograph shows cab interior of Lackawanna 2-8-0 type coalburner No. 357. Observe the double doors on the firebox.
Collection of Jack Emerick, 84 Parkview Terrace, Lincroft, N.J.

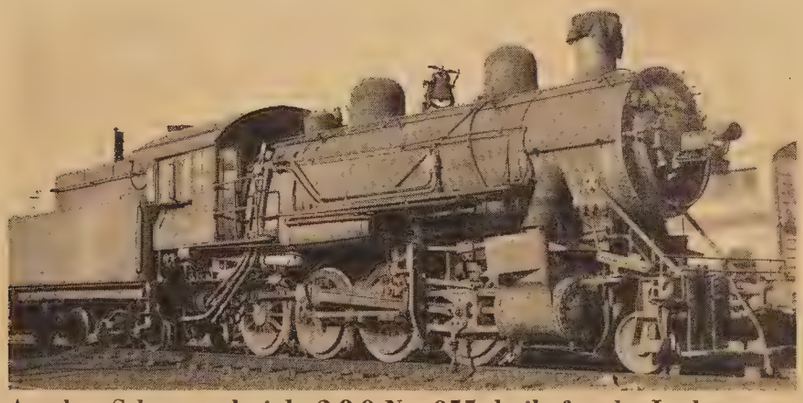
Like most roads located in anthracite coal regions, the DL&W soon sought ways to burn *culm,* or waste from the local product, in its locomotives.

This process, we know, required a thin fire burning on very wide grates. Thereupon a controversy arose. Lackawanna men contended that their esteemed master mechanic, Zerah Colburn, designed a wide and shallow firebox in 1855—twenty-two years *before* John Wootten of the Philadelphia & Reading patented his famous culm-burning firebox, which DL&W protagonists claimed to be an improved version of Colburn's. *Culm,* by the way, is an inferior grade of anthracite, too small in size to sell commercially.

The Colburn firebox first appeared on an 0-6-0 named *Lehigh,* built by the New Jersey Locomotive Works, with a grate area measuring 7½ by 4½ feet and a 40-inch combustion chamber. The fireboxes appeared on various Lackawanna engines with the cab perched atop the boiler like those on Winans' Camels.

DL&W 981, a 4-4-0 built by Schenectady as a Camelback in 1901, was rebuilt at the Scranton shops in 1938 as pictured here.

All photos on this page by Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124



Another Schenectady job, 2-8-0 No. 355, built for the Lackawanna in 1910, equipped with superheater and Economy valve chest.

DL&W 4-6-2 No. 1116, with Branchville local, takes water at Newton, N. J.

By the time the Lackawanna's Charles Graham Sr., and P&R's Levi Paxson, among others, got through redesigning and improving both types of wide fireboxes, who can say where credit lies? At best, this cross-breeding can only be termed a cooperative effort stemming from Colburn's initial brilliance. But time has obscured the name Zerah Colburn, perhaps because a manufacturer named the Wharton Railroad Switch Co. effectively pushed the Wootten product on a royalty basis.

By 1880, the DL&W found itself on the Wootten bandwagon and new power of this type was produced, while existing engines emerged from the shops with newly-installed culmburning fireboxes and center cabs. One of these converts was the *New York*, a Ten-wheeler that was, in 1869, the first new engine built at the Scranton shops. She had 18x24-inch cylinders and 51-inch drivers and, when built, bore the name of the master mechanic who designed her, *Walter Davison*. After a rebuild job in 1880 this engine had a new name as well as a new firebox and center cab.

Also in 1880, five Camelback 2-8-0's emerged from Cooke bearing road numbers 101, 136, 137, 138, and 139. All had 20x24-inch cylinders and 45-inch drivers and were the heaviest drag-freight power of their day. They toiled up the long grades out of Scranton countless times as perspiring fireboys

heaved black diamonds into ravenous fireboxes and almost keeled over from heat and gases as they passed through Nay Aug Tunnel.

The retirement in 1937 of a Lackawanna engineer named Morris La Touche, after 53 years' service, recalled his early experience as a young fireman in March, 1888, when a howling blizzard of immense proportions buried the Eastern Seaboard, tieing up most railroads tighter than a drum. La Touche was then firing on the Morris & Essex Division. He rode the third engine in a coupled group of five Moguls that left the roundhouse at Port Morris, New Jersey, to buck snowdrifts and reopen the line.

These engines were all of the 1860's vintage. They battled along until disaster struck a mile east of Hackettstown. As they rammed a giant snowpile, the first Mogul toppled off the rails, rolled down an embankment, and killed her runner. The second also was derailed. Then LaTouche's engine tilted crazily and rolled over three times. Both crew men squeezed out through a narrow cab window. Almost immediately a bursting steam pipe scalded the fireboy, but despite his pain he plodded through the deep snow to Hackettstown to spread word of the wreck. After that, friends carried him home through the snow on a sled. It took him six months to recover from the serious burns.

TURNING to the subject of fast runs, a new Eight-wheeler numbered 134 made history in 1892 by highballing over the Buffalo Division at an average speed of 66½ miles per hour for the 203 miles between Binghamton and Buffalo. The engine had been designed for speed, the diameter of her driving wheels measured 73 inches instead of the usual 66 or 69 and she tipped the scales at 49 tons. The 134 was one of a total of five locos built at the Lackawanna's Buffalo shops and had special cast-steel drivers and cylinders. Her crew took pride in her handsome cab of polished black walnut.

On the speedy run, Engineer Billy Lonergan left Binghamton and stormed across the "Big Flats" of western New York State at a steady 80 per. General Manager Bill Hallstead's business car tagged along on the train's tail end. At Elmira, in some trepidation he sent a message up to the throttle artist, telling him not to go one mile an hour faster. The next day, when asked about the trip, Lonergan boasted that the "Old Man" had gotten cold feet because his "chariot" went so fast that it

Trailing smoke plume, 4-8-2 three-cylinder loco nears Kingsland, N. J.
All photos on this page from Jack Emerick collection (above shot by R. P. Morris)

This squat, little, tall-stacked 2-6-0 type, No. 236, was photographed in 1910.

An 0-6-0 switcher, old No. 24 on the Lackawanna roster, as she looked in 1927.

This freight Pacific, No. 1159, was converted to an 0-8-0, No. 210, in 1929.
Collection of Thomas T. Taber

actually breezed along an inch or two above the rails. And to think that the 134's throttle wasn't even opened up wide!

As the DL&W roster expanded, many engines carried both names and numbers, the numbers changing whenever some were re-assigned to other divisions. As each division operated independently, this setup gave division master mechanics the status of local motive power czars. These men designed, built, and rebuilt engines as they saw fit at six divisional shops: Buffalo, Kingsland, Kingston, Scranton, Syracuse, and Utica. Most of this work involved heavy repairs and rebuilds.

The painstaking care with which home-built engines were designed and built was indicated by the naming of various locos for outstanding company officials, especially presidents. In 1871, for example, Scranton built the *Thomas Dickson,* a neat little American type with 18x24-inch cylinders and 62-inch drivers, and in 1879 Syracuse turned out the *Samuel Sloan,* a 4-4-0 of similar proportions but with 69-inch drivers.

Several divisions honored Sam Sloan, the Lackawanna president, in this manner.

Then in 1894, the year of the Pullman Strike led by Gene Debs, a 4-4-0 Camelback built at the Syracuse was named *W. F. Hallstead* for one of the greatest Lackawanna officials of all time the general superintendent for many years. This was next to the last loco from the Syracuse shops. She had 19½x24-inch cylinders and 69-inch drivers. Although built for the Syracuse, Binghamton & New York, part of the Lackawanna system, she was such a good engine that she soon got transferred to the main line, possibly so that "Old Bill" Hallstead could keep an eye on his namesake.

When a master mechanic designed and built an engine he was especially proud of, what better way to show this pride than to name her for himself? That's what happened in 1871 at the Lackawanna & Bloomsburg shops when Charles Graham Sr., built an American type numbered 202. This one really must have set a 4-4-0 record for small drivers, 55½ inches. We have seen many switchers with much larger wheels in service today.

SCRANTON, in 1882, was the first Lackawanna shop to build two new engines with Wootten boilers, Moguls 145 and 146. Both had 19x24-inch cylinders and 51-inch drivers. At that time the 2-6-0 was still the standard for heavy freight, but as Consolidations gradually took over the most ponderous chores, lighter Moguls became fast freight haulers.

The unsuccessful Brooks engines built two-thirds of a century ago seemed to have been outclassed by an experimental 2-8-0 designed by Master Mechanic David Brown and outshopped at Scranton in 1899. The Wootten-boilered Camelback carried number 888 (later 854) but was never repeated because her cylinder dimensions, among other items, characterized those of the mediocre Brooks design. For some reason, Lackawanna motive power men thought an extremely long stroke would do a good job. Thus Brown's product was given 22x30-inch cylinders, while Brooks jobs had 32-inch strokes. Later Consolidations of successful design had 21x26-inch cylinders.

On the whole, DL&W shops contributed little to new power development. In fact, most of the handful of new engines that were built were sporadic ones or twos of a kind, of slight mechanical value. The shops made their biggest contribution in fine rebuilds. Among the best were Camelback 4-4-0's 933-999, built by Baldwin and Schenectady between 1901-'11, with slide valves and Stephenson gear.

Beginning in 1923, Scranton shops began upgrading these engines for suburban service with new piston valves and Walschaert gear. But only ten of them were rebuilt, because plans for electrification eliminated the need for steam-powered commuter trains on the heaviest routes.

Interestingly enough, these ten rebuilt Eight-wheelers were again rebuilt with end cabs at the Scranton shops in 1937-'38. Only one got the unique flowing stainless-steel "wings" along its flanks.

MEANWHILE, May 15, 1899, was a notable date. All of the road's power was then being renumbered into a system-wide classification and one overall Mechanical Department set policy for centralized shops at Scranton, Kingsland, and East Buffalo. No longer did the individual initiative of local "master maniacs" hold sway; men of the caliber of Colburn, Graham, and Davison vanished. Heavy repairs also were handled for a long time at Kingsland and East Buffalo.

It took ten years for completion of the new Scranton shops setup, including the main erecting shop which measured 340 by 590 feet. Among the other major buildings were a foundry, a blacksmith shop, pattern shops, and some

No. 41 (built by Cooke in 1887) operated on the Morris & Essex Division.

building located underground, all connected by tunnels. At one time these shops even repaired coal-mining machinery, for mines were once owned by the DL&W. The shops boasted complete facilities to handle repairs, new construction, and specialized rebuilding jobs like new cylinder castings and converting 4-6-2's into 0-8-0-'s.

For many years the "specialties of the house" included all sorts of heavy repairs, and conversions to—or from —Camelbacks, and modernizations whereby slide valves and Stephenson link motion gave way to piston valves and Walschaert gear. A former general foreman recalls that the shops, during World War I, employed 700 men and turned out one completed locomotive per day!

But the first orders from the reorganized Motive Power department under Superintendent J. W. Fitzgibbon, proved to be a flop.

Dubbed "Brooks hogs" by the men, three groups of Camelbacks came from Brooks and Dickson in 1899-1900, featuring the first steel cabs on the road. Engines 801-820 were low-drivered 4-8-0's, while 2-8-0's included Nos. 821-853, and the 4-6-0's were numbered 1001-1007. Their troubles stemmed from poor steaming, inadequate steam passages and possibly cylinders too large for their boiler capacity. The road tried many changes to improve them but never hit upon a successful formula; so finally Alco and the railroad jointly designed a new 2-8-0 type, patterned on Dave Brown's "Big Engine," and 100 of these were built.

Strangely enough, the Jersey Central had a group of nearly identical Brooks 4-8-0's which, after considerable rebuilding, lasted twice as long as those of the Lackawanna, which had vanished by 1924.

The Brooks freight hogs of the DL &W didn't stray far from home but snorted out of Scranton yards as doubleheaded pushers or lumbered along on local mine runs. But the Brooks 4-6-0's, intended as the first replacement of American types hauling the varnish, couldn't make the fast schedules and had to be shoved into milk-train routes.

Many years later they were rebuilt extensively with new cylinders, superheaters, and piston valves, after which these engines (Nos. 1001-1007) trundled commuter trains out of Hoboken until electrification made them redundant. Such failures forced the continued use of Eight-wheelers as standard main-line power until 1905, when a successful, whopping, big 4-6-0 design hit the rails, later ruling supreme until the first Pacifics arrived in 1912.

THE LEGEND of a spectacular speed run on the night of September 11th and 12th, 1901, as an aftermath of the shooting of President William McKinley at Buffalo, is based solely upon a story told by a Lackawanna engineer, the late John Draney. This tall tale has never been confirmed. In fact, one Lackawanna historian has a standing offer of $100 to be given to anyone who can prove its authenticity!

Anyhow, it's an exciting story. Too bad it isn't true! According to Draney, he drove a special train carrying a noted surgeon, trained nurses, and medical equipment from Hoboken to Buffalo in six hours and 45 minutes in a gallant but futile effort to save the life of the dying President. One engine, we were told, a Camelback 4-4-0, No. 936, made the entire run, stopping only for fuel and water and to pick up pilot enginemen at Scranton and Elmira.

This much is true: the 936 was designed and built in 1890 by Charles

Two Karl E. Schlachter photos from collection of Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa 19138

Winter scene in Hoboken, N. J. This 0-6-0 Camelback switcher was junked in 1932, twenty years after the photograph was made.

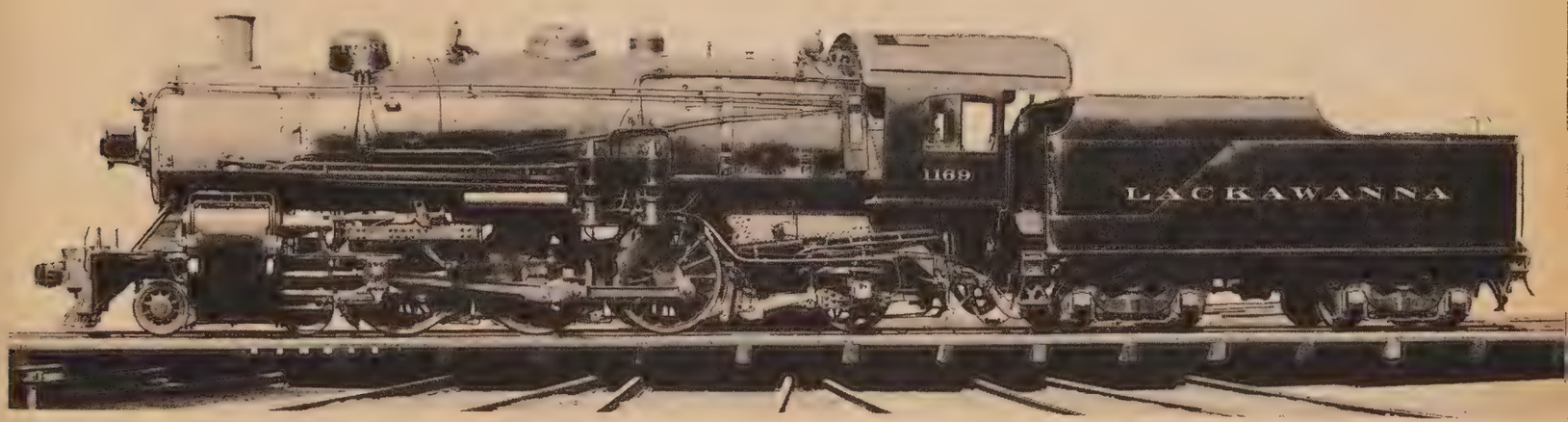
One of twenty 4-8-4's built by Alco for Lackawanna in 1929, the 1603 had 70-inch drivers and 28x32-inch cylinders.
Collection of Thomas T. Taber

Photograph by Frank Quin, 8822 85th St., Woodhaven, N.Y.

Shortline freight? No, DL&W's Consolidation 356 (Alco, 1910, but modernized with superheater) near Paterson, N. J.

No. 963, Camelback 4-4-0, pulls commuter train westbound out of Hoboken in 1906, the year *Railroad Magazine* was born.

All photos on this page from Thomas T. Taber collection



This handsome Alco-built freight Pacific, No. 1169, was converted to 0-8-0 switcher No. 209 at DL&W shops in November, 1929.

No. 65, a typical wide-firebox switcher, built by Alco in 1908, waits at the "New York Transfer," Secaucus, N. J.

Graham Sr., at the Kingston Shops. She had 19½x24-inch cylinders and 69-inch drivers, weighed 122,000 pounds, and was scrapped in 1910.

Evidently John Draney wanted to go down in history as a modern Casey Jones. According to his story, he widened his throttle at 8:30 p.m. and charged out of Hoboken with the railroad president Truesdale's business car *Lake Forrest,* two Pullmans, and one coach, and sped through the night at incredible speed on a mission of mercy, attaining, he said, 115 miles per hour from Alden to Darien, New York, and pulled into Buffalo at 3:15 a.m. There, the story goes, he received from President Truesdale a telegram which said: "Congratulations. You did well."

After pulling the *Lackawanna Limited* for sixteen years, Draney retired in 1931, and died in '51. The road's publicity staff then issued a news release to the newspapers, announcing his death and resurrecting the myth of the fast run, which many editors then published under the impression that it was true. But a careful search of New York and Buffalo newspaper files of 1901 failed to turn up even a mention of the so-called errand of mercy.

Even so, John Draney was a great engineer with a good record. The fact that he tried to dramatize his work by creating a legend is easy to forgive. Who knows? *Maybe* at some future date the story will be authenticated. We don't think so, but stranger things than that have happened.

John Draney, shown in his pet locomotive, is remembered by some people for a legend connected with the assassination of President William McKinley in 1901.
Collection of Thomas T. Taber

REFERRING again to the Brooks 4-6-0's: two of them, plus a newer Ten-wheeler, got pretty badly mauled in 1908 at the Scranton passenger station. The remote-controlled interlocking hadn't yet been put into service at the newly completed station, and a switch-tender threw all switches by hand. One Sunday morning he neglected to close a crossover switch at the west end. Milk train 43, with a Brooks engine, smashed almost head-on into train 2, the *Pocono Express,* pulled by a 4-8-0 and a 4-6-0 and the damage was heavy. Railroad policemen ordered a camera-toting observer off the scene, indicating that even in 1908 railfans had their troubles.

We now listen to Msgr. John J. Vaughan, the pastor of St. Paul's Catholic Church in Scranton, who says:

My father and two uncles were Lackawanna hoggers for many years. I have always been a devotee of steam power and I rode the cabs with my father during my high school, college, and seminary years, and as a priest. To help pay my college expenses, Dad got me a summertime job as a machinist's helper at the Scranton roundhouse. I earned only 17 cents an hour for a ten-hour day and a seven-day week, but I loved to be around engines.

At that time each engineer had his own regularly assigned locomotive. My father handled the 892, a Camelback 2-8-0. He'd push trains uphill from Scranton and then turn the throttle over to me and I'd run her light downhill to Scranton.

Later, Dad was assigned to a newer (Schenectady 1909) 2-8-0, No. 732, which burned soft coal, with a semi-wide firebox and back cab.

Eastbound coal drags out of Scranton got six engines apiece in those years,

The *Lackawanna Limited* (at the left) passes a freight at Port Morris Junction, N.J. Both trains have 4-8-4's and are headed for Buffalo, N.Y.

Photograph by Frank Quin

Two Lackawanna Mikados get westbound freight under way at Port Morris Junction. The first one is 2115 (Schenectady, 1922)
Photograph by Frank Quin

two on front and four at the rear. One day I made the mistake of begging a ride in the cab of the fourth pusher. Our heavy train moved uphill at a slow crawl and as we passed through Nay Aug Tunnel, the heat, smoke, and gases were awful. I don't know how the crews stood it, day after day.

When H. C. Manchester became motive power super in 1911, new concepts replaced old ones. The buying of larger and longer boilers which required trailing wheels for support signaled *finis* to the Camelbacks. Cabs moved rearward, where they hung onto the beckheads of wide or semi-wide fireboxes.

Unlike the many Eastern coal carriers which developed 2-8-0's into massive sizes as late as the 1920's, Mr. Manchester substituted hefty 2-8-2's and ordered the 1201-1215 series from Alco in 1912, with sisters following at intervals until the 1262 was outshopped in 1920. While their tractive effort topped former 2-8-0's by only a slight margin, increased steaming capacity and larger drivers made them far superior road engines.

Another innovation by Mr. Manchester came from Alco in 1912 when the first passenger Pacifics in the 1101-1107 series arrived to bump less powerful Ten-wheelers from main-line passenger runs. The new 4-6-2's had 73-inch drivers designed for sure-footed climbing of Pocono grades. Varieties of passenger Pacifics eventually reached forty engines, all with wide fireboxes. Those built from 1917 to '23 boasted 79-inch drivers and thus they combined speed with power.

But the astute motive power boss still had a few cards up his sleeve. For years the DL&W had been a big user of 2-6-0's and this type had long been the principal redball freight hog. So in 1913 a fast-freight replacement engine appeared in the form of Pacifics with 69-inch drivers. Alco Schenectady, Brooks, and Lima shared in building Nos. 1151-1193 between the years 1913 and '24. When built, Pacifics 1131 and 1171 had water-tube fireboxes designed by Mechanical Engineer S.S. Riegel, but those fireboxes didn't last long and were soon replaced by conventional ones.

AN OLD boomer brakeman named Bill Hughes recalls the sad run of freight Pacific No. 1168 long ago. Says he:

We left Scranton for Hoboken with manifest train 56. A light mist made the rails slippery and our train of 72 loads got helpers up the long hill to Lehigh Summit, with an extra Pacific on the head end and a Mikado shoving from behind. The schedule allowed six hours for the 134 mile run and we anticipated no trouble.

But after leaving our helpers behind our hogger, who was known as "Old Lofty," had an awful time with those wet rails, heavy train, and small engine, for all he did was yank out drawbars as the drivers spun and slack surged back like a whiplash. Our six-hour run dragged into sixteen hours. We didn't even make Hoboken, for the "hog law" caught us at Port Morris. There we tied up, after lousing up the whole railroad by delaying three other freights and a high-class passenger job.

BACK in 1914, a new Lackawanna passenger Pacific became just about the first locomotive ever to be equipped with radio. One day Engineer J. J. Graf tried an experiment as he sped toward Buffalo at 80 mph with the *Lackawanna Limited*. Roaring over the "Big Flats" about forty miles east of the lake city, he tried to contact any wireless stations that might answer.

The Marconi operator on the roof of the *Buffalo News* Building heard him but thought it must be a ship on Lake Erie and kept asking Mr. Graf for the longitude and latitude!

At length the engineer convinced the surprised operator that he'd been talking to a speeding passenger train, and the two conversants met face to face when the *Limited* pulled into Buffalo.

From 1869 to 1917, Scranton shops

Four months after this photo was taken, 4-6-2 engine 1136 was wrecked at Delaware Water Gap in May, 1948, while pulling train 9. Robert P. Morris photo from collection of Jack Emerick

built only 41 new engines. The last of these were 0-8-0 switchers turned out from 1914 to '17. But these locos, numbered 170-185, bore slight notable features since they were conventional in design. World War I restrictions may have had an influence upon this group.

Bigger Mikados in the 2101-2150 series came from Schenectady and Brooks in 1922-'24. These haulers packed a husky tractive effort of 67,700 pounds and had boosters on the trailing trucks which added 11,500 pounds of TE—just the thing for starting heavy coal trains or climbing the stiff grades out of Scranton. However, the trailer booster was not popular with many engineers, so it was not always used.

Another bright star rose upon the motive power chief's horizon in 1923 when C. J. Scudder took over the reins. Fate decreed that he would plan the last great steamers to ride Lackawanna rails. Scudder emulated his predecessor by seeking bigger and more efficient power, the years 1924-'27 producing three groups of fine big Mountain types. Scudder's first 4-8-2's came as powerful passenger haulers with 69-inch drivers, bearing numbers 1401-1405. Then came five larger 4-8-2's with three single-expansion cylinders and 73-inch drivers, Nos. 1450-1454 for milk runs. The three-cylinder concept proved unsuitable for fast speeds because of excessive heating of bearings and high maintenance costs, so these engines soon went into Scranton shops in 1931 for a conversion to normal two-cylinder power.

Mr. Scudder also had the distinction of enjoying railfan trips. Said he: "I appreciate these fellows' interest in my locomotives, and I like to be with them."

However, three-cylinder drag freighters with 63-inch drivers, which came on the road in 1926-'27, proved so successful that they remained in service many years. Nos. 2201-2235 whip-

Upper two photos show No. 1123, a colorful locomotive, trimmed with red and green, that pulled the *Lackawanna Limited*.
Robert P. Morris photo from Jack Emerick collection

Collection of Thomas T. Taber
Steam fans at Kingland shops were unhappy to see this line of commuter-train locos displaced by electrification in 1930.

The famous *Lackawanna Limited* (above) wheeled by a 4-6-2, No. 1132, and (below) by No. 974, a 4-4-0,
Photographed by the author at Slateford Jct., Pa., in 1959

Photo by the late Granville Thomas

ped up about 85,000 pounds tractive effort with booster, a truly amazing figure for a 4-8-2. Their strange off-beat exhausts are still remembered by those who live near the tracks. Down along the Bloomsburg Division, you'd hear that weird stack music—six beats per revolution—wafted across the Susquehanna River valley on the night air and you'd know she was a 2200 without having to see her.

Steam locomotive headlight generator.

MSGR. JOHN VAUGHAN, our cab-riding priest, says that his father bid in a Scranton-Hoboken passenger run in 1927. He wheeled milk train 42 to Hoboken and returned on 15, *The Owl,* a late night run consisting of 18 mail cars, coaches, and Pullmans. He tells us:

One night I rode the cab of an 1100-series Pacific pulling train 15. Being a Sunday, we had no mail cars and a shortened train of only nine cars. At Stroudsburg, where we picked up a helper engine for the hill, the hogger on our helper turned out to be John Manley, an old friend. He invited me to ride his cab and "pull your Dad up the hill." Well, I did just that, for John took the left-hand seatbox, his fireman heaved in coal, and I handled the throttle.

Passing Mt. Pocono, I realized we were eight minutes ahead of time, but when I made a move to ease off on the throttle, Manley protested. If my Dad wanted to close his throttle, that was his business. We made Pocono Summit thirteen minutes ahead of time and I bragged about "my run" by telling Dad that it takes me to pull him up the hill. But he was unimpressed, saying, "Why don't you try it some night with nineteen cars?"

Msgr. Vaughan also tells of the long and close friendship between his family and Lackawanna historian Tom Taber.

C. J. Scudder had placed on the rails some of the most powerful 4-8-2's ever built, but speed and horsepower were missing. To achieve these factors, the Lackawanna shared honors with the Northern Pacific as being the first users of 4-8-4's, but this Eastern coal road preferred to call its engines *Poconos.* The first five locomotives, Nos. 1501-1505, which were passenger haulers, came from Brooks in 1927. They were followed by 1601-1630 built by Schenectady in 1929-'32 for fast freight.

You didn't have to look at a specification sheet to see their size and power. Immense boilers rode above 70-inch drivers, which were activated by 250 pounds pressure and 28x32-inch cylinders to whip up 71,600 pounds tractive effort without boosters. In 1934 the Lackawanna received its finest all-purpose 4-8-4's, numbered 1631-1650. They had 74-inch drivers, which gave them ample speed.

With five roads competing for New York-Buffalo traffic, DL&W set the pace with Poconos, forcing the Erie to acquire high-speed 2-8-4's and Lehigh Valley to seek 4-8-4's. Msgr. J. Vaughan says these Poconos were a joy to run, but you had to be careful with them because of the great power. One of his greatest thrills occurred when he sat at the throttle of milk

train 44 almost all the way to Hoboken. He puts it this way:

Uncle John was the engineer. He had enough confidence in my ability to let me handle the throttle up the stiff grades out of Scranton. The big Pocono blasted uphill in fine style to Lehigh Summit. After we passed Stroudsburg I latched her out and we made some pretty fast time over the cutoff. Gone forever are the days when I could change my priest's habit for a pair of denim coveralls and ride the cabs of steamers. I rode a diesel cab once, but it proved no more thrilling than a trolley car or a truck."

Tom Taber, who often rode with "Uncle John," was equally adept at handling the stoker or throttle.

ACQUISITION of high-capacity Mountains and Poconos created a surplus of medium-sized freighters. The 1200 series Mikados and fast freight Pacifics became obsolete, even though they had many miles of service left in them. Conversely, many older and smaller engines used for yard and local work, such as 2-6-0's and 2-8-0's, were near the end of their lifetime. The obvious question was how to adapt the surplus road power to fill the gap.

Mr. Scudder devised a novel plan. Scranton shopmen kept busy during slack depression years of 1929-'35 converting 38 freight Pacifics and 22 Mikados into heavy 0-8-0 switchers numbered 201-260. These modern and handsome looking engines boasted a tractive effort of 67,300 pounds. The conversions cost less than $20,000 each—a bargain price for a modern 0-8-0! They were the last steam locomotives in Lackawanna service.

Superlatives come easily when de-

H. W. Pontin, Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

The Lackawanna's *Chicago Limited* is leaving Hoboken with No. 1502, a Pocono type (4-8-4), built by Alco (Brooks) in 1927.

DL&W engine 1401, under lease to the Lehigh & Hudson Railroad, is seen on the L&H track at Hamptonburg, N.Y.
Don Furler, 6 W. Main, Glen Rock, N.J.

scribing Lackawanna's final steam power, the magnificent Hudsons built by Alco in 1937. Engines 1151-1155 were not intended to equal the power of Poconos, but their 80-inch drivers wrote a thrilling story of speed between Scranton and Buffalo. Engine 1151 spent the summers of 1939-'40 at the New York World's Fair, where she carried temporary numbers corresponding with each year of the Fair. In later years, Hudsons hauled the *Merchants Express* and *Scrantonian* between Scranton and Hoboken.

An unusual passenger-train wreck occurred during the twilight years of Lackawanna steam when Train 9 left the rails in the scenic Delaware Water Gap area. This train, many years before, had been the *White Light Limited* but had deteriorated to a Saturdays-only run from Hoboken to Buffalo, carrying editions of New York's Sunday newspapers and a rider coach for occasional passengers. On May 15, 1948, it left Hoboken more than two hours late with Pacific 1136.

On this fateful run, her "Casey Jones" apparently was determined to make up as much time as possible. He raced across north Jersey at high speed, recovering more than an hour in less than 80 miles. While rounding a sharp curve at the point of the Water Gap near Slateford Junction, excessive speed caused the flying 1136 to leap from the rails and plunge into the Delaware River, killing the engine crew. The engine was damaged so badly that, after being lifted out of the river, she was cut up on the spot.

Workers at the Lackawanna's Kingsland shop assemble in honor of the restoration of the 952, thus unfortunately concealing most of the old 4-4-0 Camelback.
Photograph by Thomas T. Taber

Only her brass front number plate remains today—an honored exhibit in a railroad library at Madison, New Jersey.

Dieselization came quickly to the DL&W. At the beginning of 1948, there were 254 engines on the roster, most of them steam. Three years later, the steam inventory numbered only 178 steamers. Long rows of silent and cold 4-8-4's stood on storage tracks at Scranton. The end was near. Scranton locomotive shops were closed forever in 1952, the year after Engineer Draney died, and were sold to a firm making artillery shells for Uncle Sam.

PACIFIC 1135 holds the unsung honor of being the last DL&W steam locomotive to operate in passenger service. On June 5, 1953, she puffed sadly out of Dover, New Jersey, with commuter local train No. 1050 to Hoboken via the Boonton line. An 0-8-0 switcher, No. 232, saw sporadic service at Scranton for another month, being the very last steam locomotive to burnish Lackawanna rails.

Thus the curtain descended on 116 years of steam operation that began with a six-ton Morris & Essex 4-2-0 and developed into Pocono types weighing 224 tons.

Steam power isn't the only thing that's faded into history, for the very name Delaware, Lackawanna & Western disappeared as such in October, 1960, when the road merged with the Erie.

We know of one Lackawanna steamer, possibly two, that remain in existence. Camelback 4-4-0 No. 952 was presented to the Railway & Locomotive Historical Society in 1938, but was taken back. Subsequently she underwent a haphazard rebuild for a historical display at Oswego, being renumbered 4 for the occasion. In bastard condition, this engine was then donated to the Museum of Transport and may be seen there today at St. Louis.

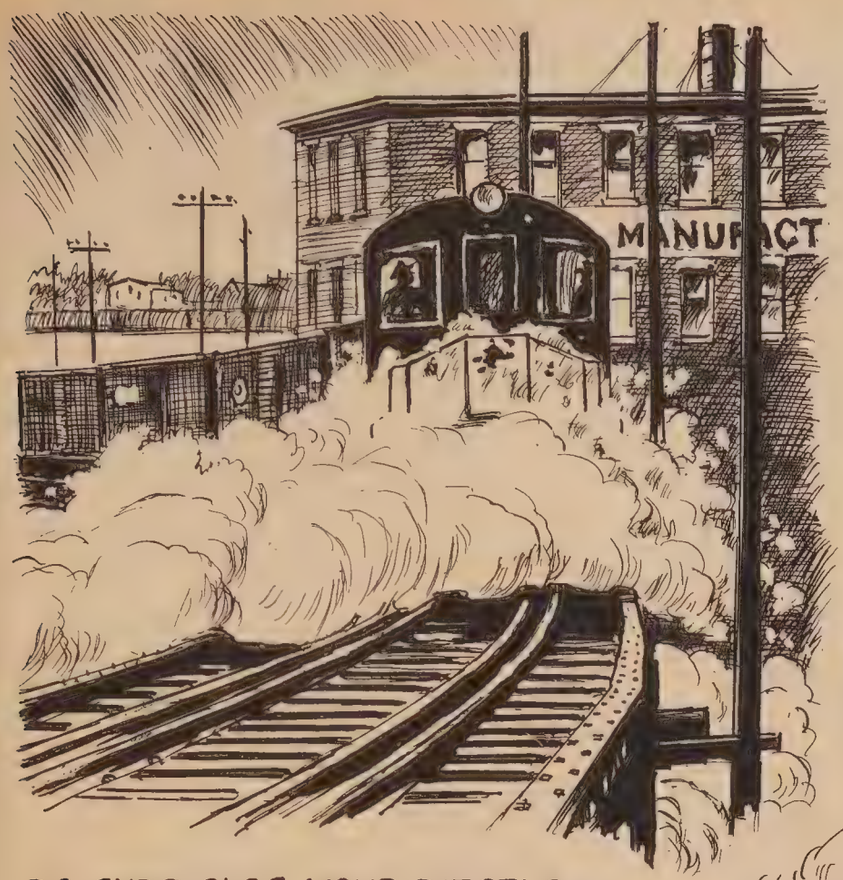
The other extant DL&W steam engine, Mogul 565, sold to the Dansville & Mt. Morris Railroad in 1936, still carries her original number and is currently owned by a railfan museum called the Black River & Western, located at Flemington, New Jersey. Rumor has it that she is in running condition and may soon be operating between Flemington and Ringoes, together with a Great Western Sugar Company 2-8-0 owned by the same museum.

This, then, is the end of 100 years of building steam locomotives for the Lackawanna Railroad. ●

S. Botsko, Forty Fort, Pa.
Consolidation type 364 (Alco, 1910) at Plymouth, Pa., Bloomsburg Division.

ALONG THE IRON PIKE

by Joe Easley



MAILBOX OF GEORGE LUNDAY AT 2723 DRUID DRIVE, NASHVILLE, TENN., RECALLS 36 YEARS HE SPENT WITH RAILWAY MAIL SERVICE ON L&N PRIOR TO HIS RETIREMENT.
(*from The Nashville Banner*)

DO SUDS CLOG YOUR DIESEL? WELL, THEY ALMOST DID RECENTLY AT PRESTON, ONT., WHEN DETERGENT FROM A CLEANING PLANT FOAMED OVER CANADIAN PACIFIC TRACK TO A HEIGHT OF 9 FEET.
(*from Spanner, CP magazine*)

MONUMENT IN CHICAGO'S ROSEHILL CEMETERY, SHOWING MAIL CAR ENTERING TUNNEL, MARKS GRAVE OF GEORGE S. BANGS, WHO ORIGINATED THE SORTING OF MAIL ON TRAINS AND HELPED TO INVENT THE MAIL CAR.

THE MISSOURI RIVER WAS FROZEN SO SOLID BETWEEN BISMARK AND MANDAN, N.D., IN 1878 THAT THE GREAT NORTHERN LAID TRACK ON THE ICE AND OPERATED TRAINS OVER IT.

Kennebunkport, Maine: Seashore Trolley Museum's first freight train: ex-Oshawa Ry. loco 300, Maine Central boxcar, and Long Island R.R. caboose.

Steve Maguire's

TRANSIT TOPICS

SINCE the completion and opening of Tokyo's monorail from the downtown section to the airport, Americans have begun to show an increasing interest in this form of transportation. The monorail at the New York World's Fair, which reopened April 22nd, is drawing big crowds. Last month we reported the signing of a contract that may resul. in the building and operation of an international monorail line between El Paso, Texas, and Juarez, Mexico. Now we have news that such a line may be built at Niagara Falls, N.Y.

Steve Maguire

The City Council of Niagara Falls has approved granting a franchise to a Houston firm, Goodell Monorail, for building a 10-block monorail line to carry visitors from the city's tourist information center to the American side of the Niagara falls.

The franchise is still subject to acceptance by Goodell. Negotiations center on a $2 million cost figure. Mayor E. Dent Lackey predicts the monorail will later be extended across the river into Niagara Falls, Ont., and eventually run 25 miles east to Buffalo, and then 90 miles north to Toronto.

He says the monorail would be built by Goodell and operated by Carey Corp., a transportation company. It would run at least six months each year.

William J. McDonald, a Niagara Falls lawyer who represents the bidder, said construction would start soon after the company approved the franchise. He said the monorail is designed primarily as a tourist attraction.

The rail would be 30 feet above the ground and would be supported on 2-by-4 foot columns in Erie Avenue and Falls Street. The rubber-tired trains would be suspended from the rail.

The operators would pay the city 5 per cent of gross receipts as a franchise fee. Fare would be 75 cents for adults and 50 cents for children.

City Council specified that construction must start by mid-June this year.

Both photos by Russell F. Munroe, 87 Jersey St., Marbelhead, Mass.

Unloading old Oshawa Ry. loco at Kennebunkport for the museum line.

CLEVELAND may become the first city in the U.S. to have a rapid transit connection with its own airport outside the city, although Kansas City already has an airport in its downtown section, reports Alfred J. Kleinsmith, 1878 Brookline Rd., Cleveland 21, Ohio.

For the third time in a decade, local authorities are asking Federal aid for an airport connection. The first city to apply for a grant for such aid under the Mass Transit Act approved by Congress last summer, Cleveland seeks $8½ million toward the project costing around $13 million. Federal funds, if obtained, will help to build an extension from Cleveland Transit System's terminal at West Park for the 4 miles to Cleveland Hopkins Airport. Part of the new route would use existing tracks of the New York Central Railroad, an agreement for which is anticipated.

PITTSBURGH'S Port Authority Transit also will seek Federal aid but for new buses, many of them intended to replace trolley lines in the northern and eastern portions of the city in the next two years.

From our long reliable correspondent, Jim Cerny, 1022 Province St., Pittsburgh 12, Pa.. comes word that the Pittsburgh Authority—referred to in the press as PAT—will ask the U.S. to

Now in service: the first of 162 new rapid transit cars for Port of N.Y. Authority Trans-Hudson system. Republic Steel Corporation supplied more than 71,000 pounds of stainless steel for handrails, seat backs, etc., for these 162 cars.

pay for 2/3 of the cost of 400 new buses to be purchased over a 3-year period at total cost of $22 million. Of the 400 buses, 154 would replace trolleys on the Northside, where Urban Renewal construction is being used as the excuse to abandon all trolley lines in that area, and also on the East End, where all lines will probably be gone by 1968.

PHILADELPHIA Suburban Transporation Co., in a surprise move, is asking the Pennsylvania Public Utility Commission for permission to abandon the Ardmore trolley line running out of its 69th Street Terminal, we learn from Jeffrey B. Marinoff, 1 South Vassar Sq., Ventnor City, N.J. The application by Merritt H. Taylor, Jr., is based on substantial losses on its 6-mile run.

In view of the impending takeover of PSTC operations by a public operating authority, the proposed abandonment may have a hidden motivation. If any reader can shed light on the subject, we'd like to hear from him.

HARRY VOLK of the *Cleveland Sun,* paraphrasing *man of the year* awards annually made by magazines, has selected Prof. Ivan Rudnytsky of La Salle College, Philadelphia, Pa., for such a title in his *Top of the Hill* news column because of the following incident:

Professor Rudnytsky was arrested last Dec. 8th after a tussle on a Philadelphia bus with a female rider whose transistor radio was blaring pop tunes. As one of the captive audience on the bus, he asked the lady please to tone it down. Instead, she moved to a seat nearer him, tuned it up louder, and asked, "Is this Russia?" That did it! According to Volk, the professor admitted losing his temper. Grabbing the radio, he turned it off. In the ensuing scuffle, the lady suffered a scalp wound. She filed charges against the professor, but a grand jury refused to indict him.

As an aftermath, Philadelphia Transportation Co. has placed notices on all of its buses, trolleys, and subway cars, asking riders to refrain from playing transistor radios on public conveyances unless an earphone is used.

BOSTON'S Charlestown elevated line, running through the 520-acre Urban Renewal redevelopment plan, may qualify as an expenditure of the Federal Agency because of its removal to nearby trackage of Boston & Maine Railroad, writes Jim Crimmins, 5 Bonnie Dr., Exeter, N.H.

The Massachusetts Bay Transportation Authority has received State Supreme Court authorization to proceed with plans to rebuild Greater Boston's transportation system.

The court ruled in favor of the Authority on a series of questions concerning the agency's constitutionality and its power to issue $225 million in bonds.

A declaratory judgment had been sought after seven banks had refused to lend the agency $1 million to subsidize the B&M and the Middlesex & Boston Street Railway Co.

AN IMPORTANT venture is under way by Dr. Harold E. Cox, 80 Virginia Ter., Forty Fort, Pa., who is aiming to compile an all-time roster and listing of all streetcars built or operated on trolley lines in the Western Hemisphere.

Dr. Cox already has published a listing entitled *PCC Cars of North America*

and is presently working on a compilation of all Birney cars ever built. The latter book may be ready for publication in a year.

"During my research on several histories of rolling stock," he writes, "I found that a large amount of disconnected information is scattered around the country. But there is a lack of communication between rail historians and fans, largely due to a lack of knowledge of sources of roster information. In a few cases there is a reluctance to share data for fear that it will be used by others without credit being given."

Readers willing to cooperate should write to Dr. Cox for his prospectus on the proposed *Union List of Street Railway Rolling Stock*. Time is important. Oldtimers from whom data can be obtained are gradually fading from the scene. As they pass on, their knowledge vanishes.

HOWARD E. JOHNSTON of Plainfield, N.J., one of the founders of the National Railway Historical Society, and Howard P. Sell, of Allentown, Pa., a director of the Allentown Chapter of NRHS, are dead. Several photos taken by them appeared in these pages in years past.

Another loss to public transit is Jesse Lee Haugh, who, at his death last Feb. 8th, was president of the San Diego Transit System. The news of his passing came from William T. Wootton, 1828 Gateway Dr., San Diego Calif., who notes that as a result of his work, San Diego has one of the best maintained and most prosperous bus systems in the West.

A NEW trolley route has been built in Veracruz, Mexico, reports Luis L. Torrealba, Panama 705, Mexico 13, D.F. Its 2½ miles of track loops through an old district where streets are paved with cobblestones. Known as the Cortes Lerdo route, it runs along the side of the streets and the new rail is set in concrete.

It uses Ex-Pacific Electric trolleys and one of the few open streetcars left in Veracruz. Trolley operators have repainted open car No. 15 in a bright yellow color, almost the same as the ex-Veracruz open car that was repainted for the Columbia Park operation in Ohio. At first it seemed just a coincidence. However, we learn that Gerald Brookins, owner of the Columbia Park line, had sent color photos of his Veracruz car in new paint to the operators at Veracruz. They liked it so much that they are now repainting the few open cars left in the new color.

Veracruz is likewise the last line in the continent to have Birney cars still running. There are 3 single-truck and 5 double-truck Birneys, the latter being former Connecticut Co. cars. Only one of the ex-Tampico trolleys is still running in Veracruz.

Mr. Torrealba also reports preliminary plans for a new 35-mile subway and rapid transit line in Mexico City.

A TROLLEY MUSEUM freight train ran for the first time at the Seashore Trolley Museum, Kennebunkport, Me., in January after Oshawa Ry. locomotive No. 300 had been delivered there. Its consist included the 300, a Maine Central wooden boxcar, and an ex-Long Island Rail Road caboose.

In giving us this news, Russell F. Munroe, 87 Jersey St., Marblehead, Mass., also recalls the difficulties that the museum had at Canadian Customs because the locomotive arrived without builder's plates that would have shown she was built in the U.S. and thus would have simplified the passing through Customs.

But while the 300 was in the yards at Oshawa awaiting the move to Maine, both of her builders plates were stolen. Russell says that anyone returning them or even allowing castings to be made from the originals, will receive a reward, and no questions asked.

From *The Trolley Museum Dispatch*, Seashore's monthly publication, we learn that an old sidewalk clock that stood outside the Hotel Bristol on Boylston Street, Boston, has been removed to the museum and now keeps time on both of its faces.

New York Subways

INCREASED expenditures on mass transit—including a subsidy to keep the fare at 15 cents—would be "the best investment" New York City could make, according to Henry A. Barnes, the city's traffic commissioner. Mr. Barnes noted on a radio program that 6 million riders use the city's public transportation daily, and added:

"I think it makes much more sense to keep 15-cent fares (on subways and buses) and subsidize transit than it does to go out and tear down thousands of homes, businesses, and other buildings to build more highways to let people come in—and then tear down more buildings to build off-street parking to accommodate their cars when they get here."

"SERIOUS subway crimes increased 52.5 percent during 1964," reports the New York City Transit Authority. The city has appropriated $5 million to help pay for overtime patrols by city and TA police. Patrolmen have been ordered to wear their uniforms while traveling to and from work in the hope that this will reduce the crime wave.

The Federal Government has chipped in a $500,537 grant. This meets two-thirds of the cost of installing an experimental two-way radio system in 1145 subway trains running on the Lexington Avenue IRT line between Bowl-

Two of the Pacific Railway cable cars that ran in Los Angeles from June 8, 1889, to March 18, '95. (Another photo on page 10.)
Collection of Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

Sao Paulo Transport, Brazil: double-truck Brill open car (with former horsecar trailer) was photographed in 1957 but is now out of service and awaiting sale. Allan H. Berner, 871 Aberdeen Rd., Bay Shore, L.I., N.Y.

ing Green and 125th Street. The system will start functioning June 1 and possibly later on other subway routes also. The reason is indicated by the following list which shows the growth in major crimes on New York subways:

	1963	1964
Homicides	6	2
Rape	4	8
Assaults	118	158
Robberies	222	489
Burglaries	16	22
Larcenies	724	992
Miscellaneous	29	36
Totals	1119	1707

NYCTA has unveiled plans to build a subway station on Welfare Island—167 acres in the East River, in the heart of New York—to give the island its first rapid transit link with the boroughs of Manhattan and Queens. The station will be part of the new $28 million subway tunnel being built under the river from 63rd Street in Manhattan to Long Island City in Queens.

The Authority expects this tunnel to be completed in about 7 years. Until then, the island will continue to be accessible under ordinary circumstances only by automobile or bus over Queensborough Bridge and then over a small drawbridge to L.I. City or by a pedestrian elevator from the bridge to the island. Grandiose plans call for a $450 million sub-city of 20,000 dwellings to be built on the island. These plans have not yet been approved.

The new station will not be Walfare Island's first link with the city subway system. Two shafts, built years ago, contain emergency escape routes from subways lines of the BMT and IND divisions.

AN ELECTRIC COMPUTER is being used by NYCTA to determine whether or not it is feasible to operate subways in one direction on 3 tracks of a 4-track line during rush hours.

Testing has begun on "E" and "F" trains of the IND Division and on the Fourth Avenue line of the BMT between the 179th Street station in Jamaica and the Queens Plaza station in Long Island City. Instead of running on two-tracks in each direction, trains are using 3 tracks to Manhattan in the morning and 3 in the opposite direction, in the evening.

Chairman Joseph E. O'Grady said the TA signed a $118,000 contract with the Battelle Memorial Institute of Columbus, Ohio, to conduct an 11 month computer demonstration program on the 3 lines.

Eventually, the proposed system would extend from Qutens through the IND tunnel at 53rd Street, the BMT tunnell at 60th Street and the IND tunnel to be built at 63rd Street, all under the East River.

O'Grady said he hoped this system would be a practical way to relieve rush-hour loads "in lieu of building another two-track subway in Queens."

A ONE-YEAR experiment in shuttle bus service to relieve subway congestion between the midtown East Side and Long Island City, Queens, started March 1. The buses operate during morning and afternoon rush hours to carry Long Island Rail Road commuters to and from the Hunters Point Avenue station of the LIRR.

Foreign Trolley Lines

LAST of the little wooden trolley cars that connected Rome with the Alban Hills in Italy have been replaced by buses after almost 60 years of service. Since 1906, when *Railroad Magazine* first hit the news-stands, those narrow-gage trolleys had been taking Romans and tourists to scenic Rocca Di Papa, Frascati, Grottaferrata, Albano, Genzano, and Castel Gandolfo.

THE TROLLEY route at Niteroi, Brazil, across the bay from Rio de Janeiro, has been abandoned since our Febuary issue carried a report on Brazilian trolley service by Allan H. Berner, 871 Aberdeen Rd., Bay Shore, N.Y.

Acording to Allan, a new use may be made of the many double-truck open trolleys which have been taken out of service at Sao Paulo. Lumber companies in western Brazil need transportation within their large properties, and these cars may be the answer.

TURNING to Chile, we learn that this country's last street-running trolley was abandoned recently—i.e., the little West Santiago Electric Ry. that operated for less than two miles in Santiago. A year ago we printed a paragraph about this line.

An unusual incident is recalled by Ray DeGroote, 6018 N. Claremont Ave., Chicago 45, Ill. Decrepit though the line was in its final years and with a total length of only 13 blocks, it still aspired to operate all the way into downtown Santiago over the trolley route that the city system was abandoning in 1960. In fact, it received permission to make that extension.

The line obtained 10 master-unit cars from the abandoned large system and actually had one in service when Ray visited there last year. The car was painted West Santiago green and was numbered 11. At that time only two of the old cars were in operable condition.

Natives in the Quinta Normal district, where the little line ran, claiming it was outmoded and dangerous for children. They boycotted it and petitioned for its elimination. On top of all this, Santiago officials withdrew their permission for the extension. This was the final blow. The other 9 ex-Santiago trolleys will probably never run again.

New Electric Publications

OFFICIAL CAR RECORDS, PACIFIC ELECTRIC RAILWAY CO. is a 64-page compilation of original records produced by Ira L. Swett, 11x8½", staple-bound. Included are some old photos. However, the brochure is concerned largely with reproductions of old company records of car ownership, mechanical equipment, and the numbering in various years following the 1911 merger of smaller lines into the big system. It was issued as a supplement to the 3 volumes in the series, CARS OF PACIFIC ELECTRIC, the first volume of which we reviewed in April. Copies of the new brochure can be had from the author, 1416 S. Westmoreland Ave., Los Angeles, Calif. 90006, for $2 each.

First issue of TRACTION AND MODELS, a new monthly publication for traction fans and trolley modelers, contains 28 illustrated pages and several articles. Of special value are the details on trackwork for model lines and a full explanation of what constitutes a PCC car. The new magazine sells at 60 cents a copy, $6 a year. Write Vane A. Jones Co., 2525 E. 36th St., Indianapolis, Ind. 46218.

Although THE STREET RAILWAYS OF CONNECTICUT has been out of print for over a year, a new supply of bound copies of this interesting book has been found by the NRHS, Connecticut Valley Chapter. Included are all 8 bulletins issued on Connecticut trolley lines, citing yearly figures on each company in Public Utility Commisson reports from 1895 to 1948. Also a little text and some fine old photos. Copies are $3 each from Roger Borrup, Box 232, Warehouse Point, Conn. ●

Interesting Railfans No. 30: HANK GRIFFITHS

by Freeman Hubbard

Eastbound Union Pacific mail special at Boise on a foggy December night in 1963. Who says diesels are not photogenic?
Photograph by Henry W. Griffiths

HENRY W. GRIFFITHS is one of the best railroad camera artists in this country. "He is among the top ten," says Don H. Roberts, Pacific Coast Representative of the Railway & Locomotive Historical Society. Not only that but Hank is blessed with having a wife, gracious and blue-eyed Ruth Adeline, and two children, Mary Lou, 16, and James Henry, 11, all of whom participate in that hobby. This is very rare. I don't know of any other family in which all four members enjoy shooting pictures of trains. Photographs made by the four Griffiths are reproduced here.

There is one thing wrong with Boise, Idaho, where Hank was born Aug. 25, 1916, and where he still lives (at 821 Houston Road): the area has no railfan club. However, Hank belongs to the Denver-based Rocky Mountain Club and finds some comfort in discussing rail lore with members of a local model club.

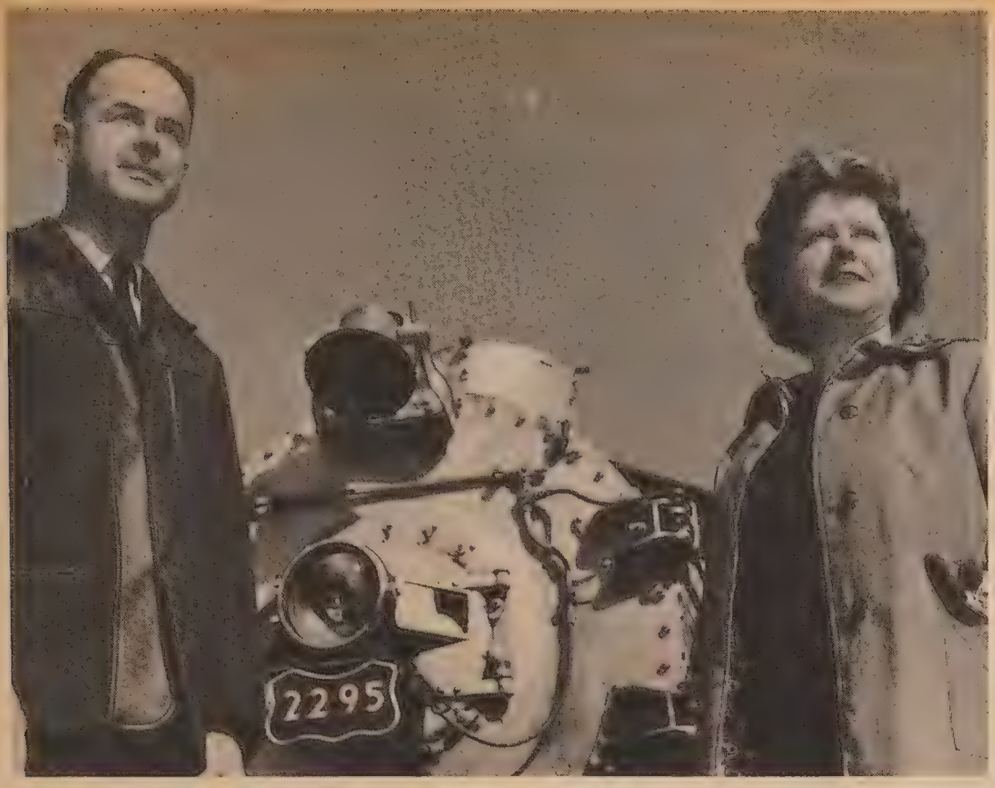
His family tree boasts two railroaders, both on his mother's side. Grandpa Luff was a station agent on the Chicago, St. Paul, Minneapolis & Omaha (now C&NW). Uncle Fred worked for the Oregon Short Line (now Union Pacific) as a callboy, brakeman, and freight inspector. When Hank was a teen-ager, Uncle Fred took him on trips to watch steam trains at UP division points and the lad took pictures of what he saw.

"I never had a model layout," he tells me. "Never had the patience or skill to build anything with small details. I much prefer to be out along the tracks in mountain or desert with a camera."

Hank is a dedicated action-picture fan. Before the Steam Era ended he tried to get action shots of all worthwhile spots on the UP main line from Cheyenne westward and on most branches. To achieve this, he won the cooperation of dispatchers, station agents, and engine crews. When an engine crew on the Idaho Division saw him waiting, with tripod set up, they would give him black smoke.

"I met Hank Griffiths for the first time at Boise in 1936," says Dick Kindig, 3831 Perry St., Denver 12, Colo. "We were photographing steam power in the Union Pacific yards when a 2-8-2 switcher moved suddenly, spraying soot and water over us, even our camera lenses. We had to go to Hank's home for baths. Ever since, we have been careful around engines that seemed likely to move after a rest period.

"Two years later Hank visited me. One night we went to Cheyenne on the passenger train run by my father, who was a UP conductor. At Greeley, Colo., Dad arranged with the engineer, O.K. Woods (later fuel supervisor), to let us ride the cab. After leaving Greeley, the stoker became clogged and Mr. Woods asked us to take over while he and the fireman adjusted it. Hank took the engineer's seat and I the fireman's. Hank reacted with enthusiasm and sounded the crossing whistles as we neared each highway. I wonder what the passengers would have thought if they had known that two teen-agers were running the



They both like to take photos of trains: Henry W. Griffiths and his wife, Ruth.

Southbound Camas Prairie train with two GP-9's, Northern Pacific and Union Pacific, crosses canyon south of Craigmont, Idaho, on trestle 276 feet high.

a 4x5 Graphic, a 35mm Pentax H-3, a 16mm Bell & Howell, and a 24-year-old 616 Eastman Vigilant Special.

In 1941 the Japanese unobligingly attacked Pearl Harbor just when Hank had decided to hire out as a student brakeman, as Uncle Fred had done many years before. If they hadn't begun a war, Hank might have been a passenger conductor today, with shiny brass buttons on a smart blue uniform. Instead, he joined the U.S. Navy. By that time the camera bug had bitten him so effectively that for four years he served on ships and in photo labs of palmy Hawaii and the cold Aleutian Islands off Alaska.

After the war he married Ruth, whom he had known for ten years, and slowed down on his rail hobby, not knowing how she would take it. Then one day they visited the narrow-gage Sumpter Valley Railroad together.

"We followed SV Mallet No. 251," he recalls rapturously, "out of Baker and through the gorgeous mountain scenery, watching her take the sharp curves with ease and pound up the grades. It was a thrill I'll never forget. Ruth got such a kick out of it, too, that she became a railfanette and has enjoyed the hobby ever since. We've both made some mighty good friends as a result—fans like Don and Florence Roberts, Dick Kindig, Johnny Maxwell, and Donald Duke, to name only a few."

He remembers riding a flatcar on a slim-gage Colorado & Southern train chugging up Kenosha Pass; riding a Union Pacific "Big Boy," one of the giant 4000's over the almost legendary Sherman Hill, and the excitement of riding a rotary snowplow on the UP from Ashton to West Yellowstone, a trip which took two days, through snow 14 feet deep, and the time he rode a flatcar behind the lead steam engine on an 80-car Camas Prairie train through wooded canyons in Idaho—all in quest of pictures.

"Ruth and I aren't giving up rail photography just because steam has all but vanished," he tells me. "Railroading

engine as we climbed the grade at 55 mph."

Railroad photography is not always easy. Hank remembers the time he went into a tunnel about eight miles east of Boise and shot the UP's *Portland Rose*, a crack limited with a billowing smoke plume outlined by the tunnel entrance. The tunnel was quite a bit narrower and wetter than he had thought and he had not realized how much suction a moving train could create. So he clung grimly to the tunnel wall not dropping into the water lest he ruin his film and was happy when the train finally passed him.

His camera equipment consists of

Lower two photographs by Hank W. Griffiths

Ten-wheelers on Oregon Short Line train in eastern Idaho in the early 1900's.

A fast merchandise run: Union Pacific train X447 is storming up the east slope of the Blue Mountains at Hilgard, Oregon.
Photograph by James Griffiths

Looks like the Rio Grande but isn't. The X538 South descends grade above Warm River on the UP's Yellowstone branch.
Photograph by Ruth Griffiths

isn't the same any more, of course, but it still offers much to the picture-taker. I don't care for 90 percent of the diesel shots I've seen published. Even so, I am convinced that superb diesel photos can be made if you find the right scenic location and make careful use of unusual lighting."

The diesel views reproduced with this article prove his point. But shooting railroad pix and raising a family are only two of his manifold activities. Returning to Boise in 1945, he doffed his naval uniform and turned to photography and darkroom work for various firms in his native city. He also signed up with the Boise Fire Department as an alarm operator and photographer.

This fire department stuff should appeal to Ward Kimball, one of his predecessors in our *Interesting Railfans* series. As I pointed out in our April issue, Ward owns a full-size fire truck and likes to surprise the citizenry of southern California by driving it, clad in a fireman's uniform, helmet and all, along the public highways. Matter of fact, I'm interested myself. I hold a membership card in the Binnewater (N.Y.) Volunteer Fire Department.

"An alarm operator," No. 30 explains, "is really a fire dispatcher. All alarms come into the alarm office, which is located in a separate fireproof building. The city has six fire stations. We handle all business and fire calls and send alarms to distant stations.

"Most large fire departments have photographic and public relations sections that make movies, take pictures of fires, give lectures to clubs, schools, PTA groups, and so on, and help with arson cases. One of my duties is to photograph major fires, preferably beginning in the early stage but including the blackened ruins afterward. Besides taking such pictures, I give illustrated talks. Most people know very little about what a fire department does aside from fighting flames, and these talks are educational."

Hank was a hoseman, then a driver, for years before he became an alarm operator, and he finds this career dramatic. "Like railroading, it gets into your blood," he tells me. "It's a perpetual challenge. The unexpected is always happening. One night, for example, after we had put out a blaze in a shed, a long storage building a block away burst into flames and spread to an apartment house. While we were fighting the second danger spot and were just about exhausted, a third building took fire, and we realized then it was a case of arson. Police caught the firebug, but before we got through that night we had battled five different fires!"

Hank is actively interested in fire prevention, especially in the home, and is convinced that most of the terrific loss of life from fires in this country is due to carelessness and could have been prevented.

In addition to his Fire Department job, the subject of this sketch regularly does photography and darkroom work for Morrison-Knudsen Company, Inc., of Boise, which I believe is the world's largest construction company, and his work is represented every month in its house organ. He has held both jobs since 1948. They not only keep him busy and happy but they also give him many opportunities to travel in search of steam subjects for his camera. Usually, when he goes out on such trips the other three camera-toting Griffiths go with him.

Hank is a deacon in the First Christian Church—the same sect that President Lyndon B. Johnson belongs to. His wife and both children sing in the church choir and play the piano. Railfan No. 30 makes no claim to musical talent but enjoys the family's large collection of stereo records. He is 6 feet, 1 inch tall, has a bald spot, and averages a lean trim weight of 170 pounds.

"I try to keep fit," he says, "by doing repair work around the house, digging and mowing the yard, and taking occasional hikes, and none of us smoke. I am mostly a meat-and-potatoes man. I don't care much for new dishes and dislike strongly seasoned foods. I can cook fairly well."

He has won several photographic

Photograph by Mary Lou Griffiths
(June 14, 1960) D&RGW 2-8-2 No. 491 climbs Cumbres Pass near Coxo, Colorado.

Mary Lou Griffiths, brother Jim, and Smoky Griffiths.

Hank loves animals, both wild and domestic, and likes to photograph a circus. Here two of the elephants with Cole Brothers big top.

prizes, including first place in a *Trains* magazine photo-story contest in 1947. His non-rail pictures have appeared in architectural, construction, travel, and scenic magazines and even include color-shots of surgical operations, in a medical magazine. Besides numerous negatives and photos, Hank goes in for Western railroad time-tables and brochures, railway guides, and Poor's and Moody's *Manuals*. His favorite road is the Union Pacific. He also collects early American newspapers, originals only, some dating back to George Washington's time, and 35mm color slides of Idaho's most scenic spots (he tells me that Idaho has the largest primitive area left in the U.S.).

"Two things infuriate me," he states, "the senseless killing of small wild animals and birds and the littering of trash in the picturesque deserts and mountains. I love animals, both domestic and wild. Jim and I never go hunting except with cameras. We have a beautiful male beagle named Smoky. He is brown, black, and white and is very gentle."

That last remark doesn't surprise me. Nearly always, pets have dispositions like their owners. Hank Griffiths is not only kindly but, as Don Roberts puts it, "has a wonderful sense of humor."

"In describing just an ordinary incident," says Don, "he can make it sound funnier than most professional comics can with a staff of gag writers. Hank's large collection of 35mm slides includes some color-shots of rattlesnakes which look so realistic that some people can't bear to see them projected on a screen.

"He has a real affection for wildlife. One day, when Hank and Ruth had stopped to photograph a train in action, his camera was lined up and the train was approaching when he heard a sudden squeal. Looking around, he saw a baby rabbit caught by a snake. He rushed over, saved the cottontail, and then photographed the train. On another trip, Hank was descending a mountain trail near Yellowstone Park when he unexpectedly came face to face with a formidable black bear. But instead of panicking, he retreated some distance up the trail and waited cautiously till the beast ambled off."

Like Ward Kimball, No. 30 likes to clown and play practical jokes. At the same time he admits that he does his best work under pressure but lacks the ability to relax. Something seems to be driving him all the time.

I quote him again: "Most people who know me will tell you that I am a rebel against conformity. That is true. I have been that way all my life. Social parties bore me, especially card parties, although I like to discuss politics and current events with almost anybody.

"Ruth and I vote for the candidates we think are best qualified, regardless of political affiliation. Our thinking is largely conservative. We believe that Americans as a whole are becoming too soft. This nation has lost a lot of the spirit and energy that made it great. I have no time for most of the new gadgets that are widely advertised today. Some of our friends brag about their labor-saving devices and then go to the YMCA for weight-reducing or muscular build-up. It does't make sense."

INFORMATION BOOTH

1 *Can you tell me which is the world's oldest railway?*

Yes; the oldest in England and probably the oldest on earth is the Tanfield Branch, seven miles long, that extends between Dunston-on-Tyne in Gateshead and Tanfield in County Durham. It began operating in 1727 as a wagonway with wooden rails and horses for motive power, more than 75 years before the first steam locomotive was built! According to available records, it carried only coal and colliery supplies.

A predecessor line was the Ravenworth wagonway, built about 1632—twelve years after the Pilgrims landed on Plymouth Rock in America—and later absorbed by the Tanfield Branch. That gives the Tanfield the venerable age of about 333 years!

On this line stands Causeway Arch, which is claimed to be the oldest railway bridge on earth — a magnificent stone structure 60 feet high, with a span of 103 feet. Its builder, a local mason named Ralph Wood, had so little confidence in his masterpiece that he killed himself out of the haunting fear that it might collapse. But his arch carried coal trains for more than 50 years, until the closing of the Watergate Colliery, the railroad railway's last source of freight. Disused for over a century, the arch stands today as a curious landmark.

In 1839 the Branding Railway bought the old Tanfield wagonway and began operating steam-powered trains over it. Finally, early in 1965, there were no more active collieries to ship coal over that route, so the ancient railway ceased operating. You can still see its track, partly covered with weeds, but even that will probably soon be torn up. (We don't know which is the world's oldest still-operating railway.)

2 (a) *When was the New Haven's last steam run?* (b) *Are there any New Haven steam engines extant?*

(a) April 27, 1952. It was an excursion run in two sections with engines 1388 and 1372, both class I-4s Pacifics, from Boston to Cedar Hill via Willimantic, sponsored by the Railroad Enthusiasts, New England Division. Among those on board was Arthur T. Knowles, now assistant editor of this magazine.

(b) No. All have been scrapped. The last one was No. 3010, the survivor of three J-1 Mikados used to melt snow.

Another of the three, No. 3016, was reconditioned in 1958 to star in the Technicolor movie *It Happened to Jane*, with Doris Day in the role of railroad owner. You may recall the film with its stirring scenes of the old Mike rolling through the Connecticut countryside and being refueled with buckets of coal

Early March snow sets the stage for a rare sight in Louisiana as Kansas City Southern train 15 passes block signal at Texas Junction, north of Shreveport.

W. D. Caileff, 827 Natchez, Shreveport, La.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

supplied by local citizens. Robert S. McKernan, NYNH&H director of public relations, laments: "This department tried to keep that locomotive on the line. We offered her to several cities, but we had no takers and so she went to the scrap pile."

3 *Why was Col. John Stevens called "the Father of American Railroading?"*

Because on Feb. 6, 1815, the New Jersey Legislature granted him a charter to develop rail transportation in that state. This was the first railroad charter issued in the United States. It did not specify the motive power, but Stevens himself favored steam. Unlike the other public figures of his day, he believed that America's future development lay in "steam carriages" and not canals or turnpikes, and boldly predicted, "I can see nothing to hinder a steam engine from moving with a velocity of 100 miles per hour." He uttered those words in an era when travelers took a week to go from Philadelphia to Boston by carriage.

In 1825 he built the country's first locomotive — a 16-foot "steam wagon" driven by a gear which meshed into a rack — and operated her at Hoboken, N.J., around a circular track of wooden rails laid with strap-iron, at a top speed of 12 miles per hour. You can see a model of her today at the Stevens Institute in Hoboken. In 1831 the Colonel's two sons, Robert and Edwin, were instrumental in getting a charter for the Camden & Amboy Railroad (now part of the Pennsy system). By that time, railroads were operating in New York State, South Carolina, and Maryland. Eight years later the Colonel died at 89.

4 *Print the words of an old song, "Waiting for a Train."*

Here they are, but we do not know who wrote them:

I hung around a water tank, waiting for a train,
A thousand miles away from home,
Sleeping in the rain.
I walked up to a brakeman
To give him a line of talk.
He says: "If you've got money, I'll see that you don't walk!

"I haven't got a nickel—
Not a penny can I show."
"Get off, get off, you railroad bum!"
And he slammed the boxcar door.

They put me off in Texas, the state I dearly love,
Wide open spaces all around me;
Moon and stars above.
Nobody seems to want me or lend a helping hand,

I'm on my way from 'Frisco,
Going back to Dixie land!
Oh! My pocket book is empty,
And my heart is full of pain,
I'm a thousand miles away from home
Just waiting for a train!

5 *History, please, of Gold Camp Railway car .01 at Cripple Creek, Colo.*

St. Louis Car Co. built her in 1943 for the Los Angeles Ry., which operated her as No. 3101 until March 31, 1963. Then she lay idle till Gold Camp Ry. and Museum bought her last July. She is now running at Gold Camp, North

America's only regularly-operated narrow-gage (42″) trolley line, altitude 9,580 feet. This operation marks the return of the trolley car to Colorado after an absence of 13 years and a return to Cripple Creek after 44 years. The .01 is 46′ long, weighs 34,000 lbs., has GE 1298 motors and full PCC control, is air-electric, and seats 61 passengers.

6 *Name the world's subways, mileage of each, number of passengers per year, and amount of trackage above and below ground.*

My friend, you ask too much. You should read F. Henry Howson's new book, *World's Underground Railways*, which Steve Maguire reviewed in his April department.

7 *Specify the visiting hours of Pennsy museum of historic steam engines at Northumberland, Pa.*

It is not open to the public. Historians, editors, newspaper feature writers, public officials etc., could get special permission to visit the museum from the Pennsy's department of public relations in Penn Station, Philadelphia, Pa. Even if other visitors managed to sneak in, they wouldn't see much, for the locomotives are covered with tarpaulin. L. P. Cummings, Jr., reported in our *Mail Car* last month that most of those engines will eventually be donated to the new Pennsylvania State Railroad Museum to be built at Strasburg, Pa.

8 *List the Missouri streetcar and interurban lines in 1919.*

Steve Maguire supplies this list, with mileage shown in parenthesis:

Cape Girardeau-Jackson Interurban, Ry. (5)
Water, light & Transit Co. of Carrollton (2)
Cassville & Western R.R. (5)
St. Francis County Railroad of Farmington (10)
Hannibal Ry. & Electric (6)
Jefferson City Bridge & Transit (7)

Kansas City, Clay County & St. Joseph (80)
Kansas City Railways, later KCPS (309)
Kansas City, Lawrence & Topeka (12)
Missouri & Kansas Interurban Ry. (22)
North Kansas City Bridge & Terminal Co. (10)
Grand View R.R. at Bobring (6)
Ft. Scott & Nevada Light, Heat, Water & Power (5)
St. Joseph Ry., Light, Heat and Power (60)
Illinois Traction System (15 miles in Mo.)
St. Louis & Jennings Ry. (2)
St. Louis Water Works Ry. (15)
United Rys. Co, later SLPS (458)
City Light & Traction of Sedalia (9)
Springfield Ry. & Light (23)
Southwest Missouri R.R. (92)

9 *About 20 years ago the Gulf, Mobile & Ohio had an experimental 1500-hp diesel locomotive featuring 360-degree vision from an elevated cab plus a footboard and pilots at both ends. Who built it? Were there any other units like it?*

There was only one, designed by R. H. Macy, a marine engineer of Pascagoula, Miss., and built by Ingalls Shipbuilding Corp., also of Pascagoula.

10 *Tell me about the plot to kill Abraham Lincoln en route to Washington to be sworn in as President.*

The plot called for dynamiting railroad bridges and ferryboat crossings ahead of Lincoln's special train. But it failed because the would-be saboteurs and assassins lost track of that train. On the evening of Feb. 22, 1861, Allan Pinkerton, the famed detective, discovered the plot and changed the route. Pinkerton was one of the three bodyguards traveling with the President-elect. All four men secretly boarded another special train, consisting of an eight-wheeler and a coach. The latter was kept dark on the rest of the journey. The engineer made only one stop before reaching Philadelphia—a water stop at the village of Downingtown, Pa. Lincoln stayed in the coach. His three companions got off for lunch and brought him back the only food available, a cup of hot tea and a dry roll. One of the trio gave Lincoln his overcoat, for the tall gaunt man was cold.

An old print shows what purports to be Lincoln on the Baltimore station platform. Actually, the President-elect did not leave the train in that city. On Pinkerton's advice, he boarded the other train and risked the likelihood of being slandered for "sneaking" into Washington. Later, Pinkerton wrote a book to answer the rumors and lies against Lincoln's courage, explaining why he had taken that mysterious train ride. (A detailed account of Lincoln's funeral train in 1865 may be found in Freeman Hubbard's book *Great Trains of All Time.*)

11 *A reader who owns some old $1,000 bonds of the Chicago, Greenville & Southern asks what happened to that road.*

It's now part of the Burlington system.

Running Extra

Wanted by Tom Francis, 702 Railroad St., Ypsilanti, Mich., a list of all diesels scrapped by New York Central.

Effective Jan. 1, 1965, the price of *The Official Guide of the Railways* has gone up to $5 a copy, $39 a year. This big book is issued monthly by the National Railway Publication Co., 424 W. 33rd St., New York, N.Y. 10001. Back numbers may be obtained through our *Switch List.*

"From time to time you have mentioned agents wearing uniforms while on duty," writes H. A. Couch, 231 44th St., Newport News, Va. 23607. "Back in 1906, the year *Railroad Magazine* started, when I was a freight checker on the Atlanta & West Point, all of our agents wore uniforms like those of passenger conductors. This practice ended two years later, but some agents continued to use the peaked caps till they wore out. From 1902 to '32, while I was working as an A&WP train dispatcher, none of them wore uniforms or caps."

Says Earl Hughes, R.R. 2, Mitchell, Ind. "When I was an agent for the Cincinnati, New Orleans & Texas Pacific (now part of Southern) at Dry Ridge, Ky., I became acquainted with the former agent there, O. G. Ramsey, whose seniority dated back to the 1890's. He said he used to wear a uniform on duty. One day he put on his old uniform to

Lowell M. Bush, 32 E. Congress St., Detroit, Mich.

Typical scene on the Arcade & Attica, a steam-powered shortline that runs trains between those towns in upstate New York.

"In the silent watches of the night": trackside signals of this type are almost a trademark of the Norfolk & Western.
Norfolk & Western Railway photo

show me. I was told that supers got a commission on uniforms they sold, which helps to explain why they wanted the agents uniformed.

"I have a Missouri Pacific agent's uniform winter cap, a summer cap of the 'Port Arthur Route' (Kansas City Southern), and a CB&Q operator's cap. Would like to hear from anyone with a similar collection."

Supplementing our reply to question 2 (April): Ed Haines, 110 E. Durham St., Philadelphia, Pa., reminds us that the Reading, Virginian, Pennsy, and C&O also had articulateds.

"Can anyone tell me when my grandfather, John W. Considine of Palo Alto, Pa., married my grandmother, Anna B. Condon, somewhere around 1874?" asks Mrs. Harry McCormick, 634 S. Edgemoor, Wichita, Kan. "He worked for the Philadelphia & Reading from 1872 to '82 and later became a Burlington engineer."

"I own a set of builder's plates from a steam locomotive built by Baldwin in 1942, builder's number 64311, and want to know her road number and which railroad operated her," writes Glen Wigren, 605 Willard St. Extension, R.D. 2, Jamestown, N.Y.

"With regard to question 9 in March *Information Booth*," comments John E. Wister, 3790 Summit Rd., Barberton, Ohio 44203, "during the short time I was braking on the Pennsy's Pittsburgh Division I never saw the flag or rear brakeman use a 'monkey box,' as the small cab on the back of the tender was called. However, the head brakeman used it, as the Pennsy made no provision for him in the cab as some roads did."

Information on the type of locomotive used on the Lancaster-Quarryville line about 1912 is wanted by L. P. Cummings, Jr., 129 Nevin St., Lancaster, Pa.

"I wish to hear from anyone born Oct. 16, 1896," writes Mrs. Della Lile, 3608 N. 63rd St., Kansas City, Kan.

The words of two old poems, *The C&O* and *The FFV (The Fast Flying Virginian)*, are wanted by Harold H. Blaney, Vale St., R.D. 1, East Liverpool, Ohio. He also asks where he can buy a 4-8-4 steam locomotive.

Brief history of the Opelousas, Gulf & Northeastern (now part of Texas & Pacific) is sought by R. B. Nichols, Webberville, Mich. He has read Bill Warden's article, "Mountain-Climbing Shays" (April issue), and wants to know how Shays operate. He'll find the answer to this question in a new book, *Pacific Coast Shay*, by Dan Ranger (reviewed in our April issue).

Detailed information on all Erie 6-cylinder steam locomotives of long ago, including the *Matt Shay*, is sought by Walter J. Eccles, 186 Oak St., Meadville, Pa. 16335.

Commenting on our recent item about Erie electrics, William R. Gordon, 811 Garrison Ave., Rochester, N.Y. 14609, writes: "The Erie had 8 electrics. I have photos of them all and will use one picture on the cover of a new book I am writing for publication in September. Nos. 3100-3105, length 51 feet over the couplers, were built at St. Louis in 1906. The others, 3106 and 3107, length 55 feet over the couplers, were built by ACF at Wilmington, Dela., in 1913. I will sell 5x7's of each picture at 75 cents."

45

A RAILROAD classic by Harry K. McClintock
© 1942 by Popular Publications, Inc.

RAWHIDE RUN

by "Haywire Mac"

AFTER building a fire in the caboose stove, "Baldy" Winslow, the conductor, was thumbing waybills at his much-scarred desk when his rear brakeman showed up. Hank Myers took off his thick woolen mittens and held his hands over the stove. The crummy was beginning to feel less chilly than the outdoors—which was cold enough, that raw night of December thirtieth.

Then the car rocked slightly as someone else climbed to the platform. The door opened, admitting a blast of icy air, a spatter of sleet, and Tom Hardy, the head brakeman. Tom was red-faced and blue-eyed.

"Nice weather tonight!" said Hank, who was dragging a complicated assortment of extra clothing. "Looks to me like the old year 1879 is going out in a cold snap. Better put on all your spare duds."

"I got on two pairs o' corduroy pants, a flannel shirt, a wool sweater, and this here leather coat," Tom grunted. He stowed his huge lunch basket in a locker "What kind of mess are we gettin', Baldy?"

"We're runnin' as Second 78," came the answer. "First section is a stock train and they're gonna change engines and cabooses on the main line. Dispatcher says they're comin' in right on time; and that means we'll never see their tail lights, because we're gettin' the damnedest collection of loads I've hauled this winter."

"Cheer up!" said Hank, "We're gettin' Smoky Munn and the 45. Smoky is the best freight hogger on this pike and the 45 is practically right out of the back shop."

The hind man had been thawing the oil founts of their lanterns on top of the stove, for the lard oil that was burned in them had a way of solidifying at low temperatures.

Tom polished the thick globe of his own glim and adjusted the wick with a pin. Not yet had the simple thumb screw and toothed gear been applied to railroad lantern wicks. The lantern itself was almost as big and heavy as a bucket of water. This weight was considered to be somewhat of a virtue, inasmuch as the lamp was not so likely to "walk" off the top of a moving car while the owner was setting a brake.

A clank of side-rods and a sound of escaping steam on the lead outside informed the train crew that their engine had backed down from the roundhouse to be coupled on. She was headed east. An icy wind out of the west flapped her scanty storm curtains and was blowing the smoke from her stack in a long streamer.

The train crew clambered down from the caboose with clothing snugly reefed against the gale and heads ducking sidewise with the sting of sleet that hit their faces. It was going to be a dirty night with an icy rail, the car roofs like a skating rink, and the grab-irons as thick as your wrist.

"Be sure there's plenty of iron on that engine," Baldy cautioned the head brakeman. "She's just out o' the shop, and them storekeepers has a habit of robbin' the iron box."

So Tom Hardy's first duty was to raise the lid of a box that ran across the rear of the tank above the end-sill. It needed just one glance to tell him that Baldy was right. There wasn't a spare link or pin in the box.

"Take her back to the house and 'iron up'," said the skipper. "And see if you can dig up a 'Nip and O' pin while you're at it."

Just then an overcoated figure stepped out of the dark. "Who's the conductor here?"

All three trainmen turned and held up their lanterns to inspect the newcomer. A young face with a quality of hard alertness peered at them from under a worn fur cap. His hands were jammed into the pockets of a butternut-brown overcoat, while his pants were tucked into heavy cowhide boots.

"Who in hell are you?" Hank asked.

"I'm Andy Bell and I've got a letter from the trainmaster. It instructs all conductors to let me ride their trains and learn to be a brakeman."

"Why didn't you go out on First 78?" the conductor snapped. "Holy jumping' Jezebel! Ain't I got enough grief with the lousy train we're drawin' this cold night without havin' to keep a damned greenhorn from gettin' run over?"

"I tried to go out on the first section," Andy apologized. "The conductor wouldn't take me 'cause the caboose was full of hog drovers."

"Well, crawl up in the engine," said Baldy. "Tom can use you to help lug iron up at the roundhouse."

TWENTY minutes later No. 45 backed down the lead again and the rear brakeman lined for Track 2, where the train was made up. In those days, back in the 1870's, a departing crew was considered lucky if the yard crew managed to get all the cars on one track. Freight ran heavy on the CM&E that winter and the one goat that did all the switching in Midland yard had plenty of business.

Our crew started by backing in on Track 2 and getting the fourteen loads, which constituted their train, all hooked together. This was only the beginning. Conductor Winslow, in checking the train, had discovered a NYP&O boxcar with a coupling pin missing. This road used a square pin. No round pin, as used by other roads, would fit the square hole in a "Nip and O" drawbar.

After hooking the engine on and making a couple of other joints in the first four or five cars, Tom Hardy, the head brakeman, met Baldy along the middle of the drag.

"I couldn't find a Nip pin," he said, "but I picked up a coupla big bolts along the rip track. Maybe we can use one."

"We'll try it," the conductor fumed, "but we'll have to switch that couplin' to the rear end. I don't want a break-in-two tonight if we can help it. This train is sure a mess. The hind car, the second car ahead of it, and the third car back of the engine are flats loaded with bridge timber that set out at Fulham Junction. The fourth car back of the 'gine and the third car behind that are loads of staves for the cooper-shop spur at Lebanon Junction."

Hank grinned silently.

"What did you do with that farmer?" Baldy asked with sudden suspicion, referring to Andy Bell.

The grin expanded. "I swiped a lantern for him when the storeroom man wasn't looking and he is staked out alongside a tie-pile with orders not to move unless I tell him to."

They finished coupling up the track. Then they pulled out on the lead and switched their train. The Nip car and the one it was coupled to with a makeshift pin were placed next to the caboose. The three flatcars of bridge timbers were switched to the middle of the train, so the men wouldn't have to climb over them when setting brakes.

Baldy Winslow threw switches and gave all the signals. Tom Hardy pulled pins, always being careful to "Hang onto the link"—that is, pull the pin on the car that was being cut loose. This made it easier for his partner, who was "playin' the field" and coupling each cut as it came down to him.

Baldy had staked the student to a brake club and had him pounding the accumulation of ice off brake wheels, ladders, and grab-irons. The greenhorn showed agility despite his heavy clothing and clumsy boots. Tom, with a glance at his bobbing lantern from time to time, quit worrying about whether or not the kid would get knocked off the deck. After all, if a guy wanted to be a railroader, he'd have to take chances.

AT LENGTH the train was switched and backed into the caboose, which by no means meant that Second 78 was ready to leave town. The two brakemen had to inspect and test the hand brakes on their respective ends of the train.

During this process Hank Myers had to take up the slack in the brake chains on two cars, while Tom Hardy found a drawbar that had too much play between itself and the end-sill. If the slack should run up, this drawbar was likely to "jump" and flip the pin out, thus causing the train to part. The head brakeman fixed it by hunting up two chunks of wood and wedging the drawbar right down onto the carrier-iron.

By the time Tom finished this chore, Baldy had made a final trip to the telegraph office, compared watches with the engineer, and handed over his copies of the running orders. Second 78 whistled off at 11.05 p.m., one hour and thirty-five minutes behind the first section.

The student had been told to climb into the engine cab. There the fireman had chased him into the front corner of the left side, where he perched on a loose seatbox and sought to dry his soggy clothes against the boiler-head.

Tom Hardy shoved the storm curtains aside and clambered into the gangway after the train was in motion. He eased in behind the engineer's seat, Smoky Munn moving forward to make room for him.

"Handsome" Joel Cook, the fireman, had fallen into his rhythmic swing, yanking the firedoor shut by the chain

that ran from its latch to the cab roof with one hand while he reached for a shovelful of coal with the other. As he dragged the shovel toward him, he swung the firebox open. Then he'd shoot the scoopful into the roaring firebox and shut the door as he reached for the next scoopful.

"Ain't you gonna decorate in passin' the depot?" Smoky queried Tom Hardy, referring to the practice of climbing out onto the car tops.

"Mister hogger," said the head brakeman, "the only time I hit them icy roofs tonight will be if and when I'm needed. All ornamental railroadin' is temporarily discontinued."

The 45 was tugging gallantly at the fourteen loads, and Smoky had his hands full holding her drivers to the slippery rail. When they lost their grip he jammed the throttle shut, yanked the lever that controlled the sand spouts, and hauled the throttle open again as soon as the spinning drivers bit again.

Under his nursing, the coalburner gradually got 'em rolling and by the time they reached the depot, a half mile east of the train yard, they were doing at least fifteen miles per hour. The engineer opened his folded timecard, studied it awhile, and pulled out his watch.

"Ought to make Lebanon in forty-five minutes. It's twenty miles and I figure this drag will haul a lot easier when the journals warm up."

"Seem to be doin' a little better already," Tom agreed.

"Well, then," Smoky was still figuring, "if you guys'll shake the lead out o' your pants and get them two cars of staves set out, and if ol' Baldy don't smell a hotbox, I aim to run Lebanon and go to Kilbuck for water."

Tom whistled. "Mister, you shore got confidence in yourself."

"I'm figurin' on makin' Kilbuck for Twenty-five. We gotta take coal and water there anyhow. There'll be two, mebby three, sections of Twenty-five and if we beat the first one to the coal dock we'll be a cinch to get a tankful without waitin' for the bohunks to shovel it."

"And if we don't get stuck at Kilbuck we can make Fulham Junction for Number Five." Tom enthused.

Joel Cook straightened his back after slamming the firedoor on a fresh charge.

"Get her hot, Horseface!" said Tom. "We're makin' a run tonight."

The fireman attacked the coal-pile with renewed energy.

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BACK in the caboose, Baldy Winslow was doing his pencil work on a trainsheet and a switch list and itemizing all car numbers, seal records, and other information in his trainbook.

Hank Myers, half sitting, half-lying, on the cushions of the "doghouse," as railroaders term it, watched the intermittent flare that illumined the head end of the train. He could count every shovelful of coal heaved into the firebox.

"Handsome sure is wadin' into the diamonds tonight," he mused. "Smoky must be figurin' on somethin'. We'll find out what it is when we get to Lebanon."

From time to time he stuck his head out the window to listen and smell. Sometimes a fellow could hear a dragging truss-rod or brakebeam, and a journal that was warming into a hotbox carried its own message to a railroader's nose.

"Where we goin' for Twenty-five?" he called down to the conductor.

"Damfino." Baldy looked up from his figures. "Hadn't stopped to think about it yet. Why?"

"Well, Smoky is twistin' her tail tonight. We just passed Morton and we'll be in Lebanon in ten minutes."

So it was not long before the long wail of the whistle announced Lebanon yard board. Hank dropped easily out of the cupola, hauled on his mittens, picked up lantern and brake club, and slammed the front door of the crummy behind him.

Out on deck, he set his lamp on the running board. Then he stuck the club through the brake-wheel and swung his weight against it. He could feel the brake take hold, for the engineer had thoughtfully sanded the rail.

Lebanon's cooper shop, where they were to set out the two cars of staves, stood near the west end of the yard. The brakeman made a "passenger stop" with little aid from the straight air with which the engine was equipped. As they ground to a halt, Hank kicked off all but one of the brakes he had set, dropped down a side ladder, and trotted to the head end of the cooper-shop spur.

Meanwhile, the head man, Tom Hardy, had pulled the pin behind the setouts, signalled the engineer ahead, lined the switch for the spur, and sent

the engine and two cars backing down to where his partner coupled them onto the cars already spotted.

"Better wait till I see how much room we got," Hank called. "She looks pretty full."

Just then the conductor's lamp bobbed around the end of the spur from the direction of the caboose. It described a slow *back-up* signal, and the two shacks heard Baldy call: "Shove 'em back easy! Jest six cars in here and she'll hold eight if you fit 'em tight."

At that point Conductor Winslow made a mistake—a little oversight that started the hard luck of the trip. He should have signalled the engineer ahead, stretched the slack on the cut, and assured himself that they were all together. With links and pins, a trainman couldn't tell by vision alone.

The engineer "hossed over" the 45 and stopped at the sight of a washout from Baldy's lantern. All hands could hear the burst of language from the rear of the spur.

"Ain't you got any hot-ham brakes on that hot-ham teakettle?"

Hank Myers moaned. "Ten dollars to a dog biscuit we got 'em off the end o' the railroad. Why the hell didn't he let us joint 'em up before he signalled for that shove?"

"Tell that student to bring a link!" Baldy bawled. By this time he was at the gap where the cut had parted.

"I'll get one," Tom volunteered.

WHEN the cut had been coupled up, the crew looked at the derailed car. The rear wheels had climbed over the worn blocking timber and buried themselves to the journal boxes in mud. Chancing a pull ahead, they had only succeeded in slewing the truck crosswise.

"Git the damn frogs!" Baldy decided. "We got to put this car back on the rail if it takes the rest o' the night!"

"Frogs? With a pile o' fishplates alongside the track?" Tom Hardy was incredulous. "Why, I rerailed cars on railroads that the Army was runnin' back in '64—fifteen years ago—when the rails was two streaks o' rust on a ballast of weeds and swamp water. We didn't know what a wreckin' frog looked like."

"Well, show your samples," Baldy grunted. "She's all your'n."

Tom set the fishplates, wallowing in icy mud under the car, while the rest of the gang, including the interested student, lugged more from the supply pile.

First he wedged one angle-iron between a journal box and a tie end, signalled the engineer for a little shove backward, and thus straightened the truck. Next he piled more fishplates between the wheels and the timber that had to be climbed, topping off with a couple that were cunningly laid to catch the flanges and steer them straight for the rail.

An easy pull ahead and it was all over. The car was rerailed. No report was necessary. But a full thirty minutes had been dropped, and Smoky said he'd have to fill up with water before leaving town. So they pulled down to the east end of the yard. Baldy invaded the office, where a switch engine crew was snoring on the floor and a sleepy night yardmaster and an equally sleepy telegrapher were trying to keep one another awake.

The dispatcher, probably roused from slumberland himself, declined to put out any "time" on Twenty-five. These glad tidings were relayed to the engineer by Baldy Wilson in person. Smoky hauled out his key-winding watch and considered.

"We can make Prairie for her and be safe," he stated. "Or, if you wheel-polishers will let 'em roll down Seneca hill, we can scratch into Ormond Lake for First Twenty-five and mebby we can get some minutes on the second and third sections that'll put us into Kilbuck."

"You bought a ride, mister," said Baldy, "and don't squawk for brakes on Seneca tonight. We'll drop down the shiny iron and back in at Ormond instead o' headin' in. Mebby I can get a minute or two extra off that basket in DO (the dispatcher's office) if he sees we're tryin' to make a run."

With only a twelve-car train, Second 78 was not long in negotiating the six-mile run from Lebanon to Seneca. The sleet had ceased, but the wind edged like a razor as they batted past Seneca depot. A dozing night operator stumbled to the door to watch their roaring passage. Not a light showed in the little farming community as they plunged into the strip of woodland that masked the first sharp curve of Seneca hill.

Flanges screamed on the rail. Tom Hardy, brake club and lantern in hand, was lounging in the gangway. Then came a lurch as the track curved the other way and the train speed seemed to increase. The engineer reached nervously for the sand lever and yanked it back. He glanced over his shoulder at the head shack.

"Ain't you gonna get out on their backs?" he rumbled. "Let the rear guard hold 'em. Hank rigged a dilly chain from the crummy to the rear car so Baldy can set two good brakes without getten' out o' the doghouse. There's four more that Hank can club up—and that's plenty. Me, I'm stayin here just to see how fast they let us roll."

JOEL COOK, the fireman, lolled on his seatbox. His face showed a sooty grin as he looked across the cab at the hogger.

"Ain't skeered, are ye?"

"Skeered hell!" Smoky's voice was edged with scorn. "I can ride as fast inside as Hank Myers can outside; and I'll not lay a finger on that airbrake till I see the cornstalks start comin' up over the pilot beam!"

Thus it was the Second Seventy-eight descended the crooked steeps of Seneca hill that night of December 30th, 1879, in what must have been pretty close to record time. Prairie station, marking the foot of the hill, was a black blur against the night—it was a day office only. Ahead lay a seven-mile stretch of flat open prairie, across which the rails stretched in a straight line to Ormond.

Smoky reached for the throttle. He hauled it back, notch by notch, until he felt the train weight. The fireman resumed his rhythmic swing in front of the winking door. Joel had the seat of his overalls firmly planted against the backboard as the 45 was rolling like a ship at sea.

The engineer shut off at the mileboard, and Tom Hardy hit the icy deck, brake club in hand. Catching up the slack with a one-handed spin of the brake wheel, he struck the hickory club through the spokes and swung two hundred pounds of manly vigor in a snap that almost slid the wheels.

Two more brakes, and the train began to slow perceptibly. Tom could now see his partner's bobbing lantern on the rear end of the train.

Soon he hammered the dog loose on first one brake, then another. Passing Ormond Lake depot, he kicked off the last one, dropped easily to the ballast at the passing track switch, and had it unlocked and the iron bent as soon as the caboose cleared.

Hank Myers loosed a back-up token as big as a wagon wheel, and the train clattered, caboose first, into the passing track like a badger into his hole.

Baldy Winslow, having dropped off at the depot, watched Tom close and lock the gate behind the pony trucks..

Then he hauled out his turnip and glanced at the dial.

"Hunh!" he exploded. "Three minutes to spare! Close—too damn close, if you ask me!"

The telegraph-office door opened, and the night op galloped across the depot platform.

"DO says he can give you twenty minutes on Twenty-five if you can use 'em," he called.

"Tell him he knows what he can do with his twenty minutes," Baldy bawled with an inelegant gesture. "If he'd a given 'em to me at Lebanon I'd have been damn near to Kilbuck by now."

The conductor followed the brass pounder into the tiny office and lowered his bulk into the one extra chair. The telegrapher then took his own seat, after heaving a charge of coal into the round-bellied stove.

A few minutes later Tom Hardy and the student brakeman, having inspected the train, came lounging into the office.

"So the detainer is puttin' out twenty minutes on Twenty-five," the head shack said. "That means we might be here till mornin'."

The student watched as Tom took off his coat and woolen sweater, and inquired: "What're you gonna do?"

"I'm goin' to give you a lesson in railroadin'," said Tom. "Git all the rest you can, when you can."

He rolled the sweater into a pillow, stretched himself on the floor, hauled his heavy horsehide coat over his head and chest like a blanket, and was sound asleep within five minutes.

Baldy Winslow's head nodded forward. The night op leaned back in his own chair and hoisted his feet to the desk. The winter wind snored along the eaves outside and the telegraph instruments clattered unheeded. Even the student, who had planted himself on the floor, hit the hay.

IT WAS nearer to forty minutes later than the dispatcher's twenty that First Twenty-five reached the mileboard east of Ormond Lake depot.

Ninety seconds later she rocked by, her oil headlight throwing a feeble arrow against the night and a pair of green lights burning on her signal brackets. Her whistle hooting one long and two short blasts called attention to the fact that another section was following.

Smoky Munn answered with two faint squeaks from the 45. He had filled her boiler full before nodding and the whistle was full of condensed moisture.

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Twenty-five's lighted coach windows flicked past, her ruby tail lights faded away to the westward, and the group in the telegraph office snored again. Thirty minutes later the second section rattled by, and whistled signals also.

Baldy Winslow cocked an eye at the depot clock. He didn't credit what it indicated, and fished out his own timepiece. The lightning slinger stretched a pair of bony arms above gaunt shoulders.

"Look's like you're kinda gettin' a stabbin'," the operator said.

"Stabbin'?" the conductor was almost inarticulate. "I'm gettin' massacreed. Tell that hot-ham soft-brained chairwarmer in the dispatcher's office that Second Seventy-eight is here at Ormond. Don't forget to tell him Ormond. Tell him we should 'a' been at Kilbuck with a tank full o' coal and water. Ask him how many sections of Twenty-five there is tonight, and if we're ever gonna get out of Ormond."

The night op had already opened his key. The train wire was clattering like the castanets of a Spanish dancer. He reached for a scratch pad and copied a message. Then he grabbed a stack of tissue and looped his pencil across a "31" order.

"Better kick that head shack o' your's loose from the floor," he flung over his shoulder as he opened his key to repeat the train order. "You're goin' to Kilbuck for third and fourth section of Twenty-five. They're the new merchandise trains for Chicago that's just been put on. And here's a message for you, too."

Baldy signed for the "31," which simply gave "second section train Seventy-eight, engine forty-five, right over second and third sections Number Twenty-five, Ormond Lake to Kilbuck."

That got them rolling eastward again, but Baldy cussed all the way back to Kilbuck at the message:

To Condr. Winslow, 2nd Seventy-eight: Night pumper reports coal dock empty. Spot four cars of company coal at dock and pick up all empty coal cars at Kilbuck. Love and kisses.—DO

"Looks like DO knows you, Baldy," the parlor brakeman chuckled.

"You're damn right he does," the conductor yelped. "I broke pardners with his old man when he was wearin'

knee pants and couldn't button 'em up without help. Now, thanks to this here hot-ham telegraph business, he's settin off fifty miles away in a nice warm office rawhidin' me."

"Did you start railroadin' before they had telegraph?"

"Sure did! And we got over the road, too. Why, we used to. . ."

BUT Hank lost the rest of it. Smoky Munn was whistling for Kilbuck mileboard and the rear-end shack was needed on deck.

Conductor Winslow set the caboose brake, which was in the cupola, and which Hank's "dilly chain" had connected to the brake chain on the rear car. Heading into the eastbound passing track, Second Seventy-eight rolled up to where a cluster of company buildings and the water tank were silhouetted against the dark winter sky.

The coal dock stood beside the eastbound passing track. It consisted of a platform nearly level with the floor of a coal car or the deck of an engine. Alongside lay a spur where loaded coal cars were spotted. Beyond you could see a couple of storage tracks where loads of company coal were set out and empties were stored.

There was no chute. The "real estate" was shoveled into big iron buckets and hoisted from the coal car onto the platform by means of an armstrong derrick.

Usually, train crews arriving would find the platform well stocked with full buckets, as a half-dozen laborers stood by to fill them. It was strictly up to the train and engineman to hoist their own coal into the tender. The hoisting was usually done by brakemen, while the fireman did the dumping.

Their train rolled up to the coal dock. Smoky spotted his 45 right beside the derrick. Tom Hardy, the head brakeman, stepped across onto the platform, gandered into a few of the buckets that were neatly ranked at the end, and swore.

"What's wrong now?" Smoky asked.

The shack's voice was thick with rage. "There ain't a damn full bucket on the whole dock! Where in hell are them coal-heavers?"

Smoky couldn't credit the report until he had personally inspected every coal bucket on the dock. By that time Baldy and the rear brakeman had arrived and the air crackled with profanity.

"Where are the coal-heavers, is it?" retorted the night pumper, an Irishman, after the crew had almost kicked in the door of the pumphouse and finally aroused him. "How in the devil should I know?"

"They didn't quit, did they?" Baldy asked impatiently.

"Not thim," said the pumper.

The conductor howled: "Where are them bohunks that are supposed to keep the coal buckets full and why in helen damnation ain't they doin' it?"

The pumper took time to fill and light his pipe leisurely while Baldy danced with rage.

"Ye'll find the dom furriners in yon shanty beyant the tiligrapht office," said the pumper. "They reported to the tillygraphter that the dock was out av coal."

AT THAT moment the water tank overflowed. No telling how long since the night pumper had taken a look at the gage, and now water cascaded over the rim like a young Niagara. The trainmen fled but did not entirely escape a ducking.

The pumper made haste to lock, bolt, and bar the door before he shut off the lamp. Then he filled his boiler full of water, banked the fire, and bedded down for the rest of the night.

Led by Baldy, the train crew paid a visit to the coal-heavers' shanty. It was a rough board structure and no welcoming light streamed from the small windows. A chorus of snores shook the frail walls. Hank Myers pounded on the door with a brake club. He kept pounding, plus a few hearty kicks, until he heard one snorer break off in the middle of a blast.

"*Szenewchewskyvolwics*?" a hoarse voice demanded.

"Lemme handle 'em," said Hank. He raised his voice. "Coala t'dock no got it. What the hell's the idea?"

"You sure talk the language," Tom smirked, "just like a native."

"Shut up!" Baldy commanded. "We are getting an answer."

"*Dobra volokacnksh coala t'dock.*"

"See?" said the parlor brakeman. "What'd I tell you? He's gettin' it."

The guttural voice faded out and a new bazoo joined the nasal chorus from within the shack.

"Let's get a tie, cave the door in, and give them sonsabitches a good workin' over," Tom suggested.

"Better not," said Hank, "The bohunks are at least two to one ag'in us. Win, lose, or draw, both sides is bound to get bunged up."

"But who shovels the coal?" Baldy inquired. "Let's go over to the telegraph office and put the whole business up to the dispatcher at DO."

The night op at Kilbuck was grabbing some shut-eye in his chair with his feet on the board that, filling the bay window of the office, supported the clattering sounders. The disgruntled trainmen filed in and gathered around him.

"Wish I had a nice white lily to put in his hand," said Tom.

The operator awoke, yawned, stretched, and was not surprised to find he had company.

"Wazza matter?" he asked.

"Tell DO this," said Baldy.

Thereupon he launched into a detailed description of prevailing conditions around Kilbuck.

The night man opened his key, spent a futile minute or so raising DO. Then he poured Baldy's tale of woe into the tiny thread of copper that led into the nerve center of two hundred miles of CM&E Railroad. Having completed his message, he closed his key, leaned back in his chair and relaxed, awaiting the answer.

Almost instantly, the sounder on the dispatcher's wire—the one that had a piece of tin curved around it for greater resonance—started chattering like a cage full of apes. The op grinned as he emitted a verbal translation from the corner of his mouth.

"Dispatcher wants to know what you'd like him to do—cry?"

Baldy almost choked.

The op continued: "He says there's plenty company coal at Kilbuck and he don't give a damn who shovels it. Says for you use own judgment, if any, and not to delay Third or Fourth Twenty-five, or he'll nail your hide on the fence."

"Tell him to spit in his hat," said Baldy, with dignity.

IN SILENCE the trainmen marched over to where their engine was simmering like a drowsy teakettle in front of the coal dock. Smoky Munn saw them coming and had his cab window open when they arrived.

"Whadda yuh say?" he asked.

"I got it figgered out," said Baldy. "We have to spot the coal like it says in the order I got at Ormond. After we do that we're in the clear. Now here's what we do. . . ."

First of all, they shoved their train to the west end of the passing track. Cutting off the engine, they ran back to the east end, picked the empties off the dock

track, grabbed up four loaded coal cars from the spur, and spotted the dock.

By that time the third section of Twenty-five had pulled up and stopped in front of the telegraph office. A cluster of lanterns showed around the office door. Baldy mounted the stirrup of the head coal car and rode it out to within six feet of the hotshot's pilot.

Swinging down on his own hogger, he walked around and said: "Hey! Back up a car-length or two, so's I can get out with these empty coal cars, will yuh?"

The engineer on third Twenty-five obligingly yanked his whistle cord for three short toots and got a *back-up* signal from the hind brakeman, who was playing the deep field in expectation of Fourth Twenty-five.

Baldy's crew eased their cut of empties out on the main line. Then they backed hastily to the west end of the eastbound passing track, while Third Twenty-five's conductor was still wrangling in the telegraph office.

Arrived there, they cut the empty gons in just behind the three cars of bridge timber for Fulham Junction. Finally they closed the switch behind them and adjourned to the caboose, to the rear end of which No. 45 was now coupled.

Hank Myers hadn't helped to spot the coal. He had ridden the rear platform of the caboose when they shoved the train back, and remained to recharge the stove and to start breakfast.

By the time Baldy, Tom, and the student filed through the rear door, the crummy was filled with the heartening aroma of fresh coffee, while a panful of spuds sizzled on the flat-topped stove. The crew made a habit of pooling their lunch baskets and Hank had ransacked all three of them.

"The bill o' fare says ham, bacon, sausage, and eggs for breakfast," he said cheerfully. "How will you have yours, burnt or raw?"

Hardy fished in a locker and hauled out a tank bucket. Ducking out the rear door of the caboose, he planted his receptacle under the overflow pipe of the injector on the fireman's side of the 45 and called up:

"Hey, Handsome! Prime that gun o' yours so I can catch some wash-up water."

Obediently the fireman cracked his injector. A stream of hot water gushed into the bucket. Handsome Joel Cook opened his cab window and watched for a signal to shut off.

"You guys better join us," Tom invited. "Eat when you have a chance."

So Smoky and Handsome followed him back to the caboose. Everybody, even the student, washed up and felt better. After their fill of savory grub, they felt even more so, and the scalding java that washed down the banquet put new life in them.

THE CREW finished breakfast in a peace that was punctured only by the bawl of Third Twenty-five whistling signals as she thundered past and the later departure of the final section.

By that time it was broad daylight—not a bright sunshiny daylight but a gray, colorless December morning, last day of the year 1879. Ice covered Kilbuck Creek, while the water tank and its supporting timbers looked like a frozen Niagara.

Tom Hardy cut the engine off. He backed her out on the main, ran around the train, and dragged her up to the coal dock again. Baldy had dropped off at the telegraph office and found that quite a bit had transpired since his previous visit.

The night operator had been relieved by the day man. The two final sections of Twenty-five had found four cars of coal spotted at the dock, as per Baldy's orders, but all the buckets were empty. A lengthy wrangle had ensued with the dispatcher's office. The train crews had eventually—and profanely—shoveled their own coal and got out of town.

Skipper Winslow said, "Ask him what we do now."

The dispatcher's orders were specific. First of all he "busted" their timecard rights as Second Seventy-eight and gave them orders to run extra. Next he allowed them forty minutes time on Number Two, due in a half-hour by schedule, and lastly a "positive meet" with a work train, Extra 61, at Kilbuck.

"That work extra is out of Warsaw and ought to show any minute," the op said. "In fact, I hear her now."

Sure enough, she rolled up, unloaded a swarm of laborers, and backed into the westbound passing track. With thirty shovels going, it didn't take long to coal the 45; and soon our crew pulled out of Kilbuck with none too much time ahead of Number Two, the crack passenger train of CM&E.

Smoky Munn really wound her up on the three-mile stretch to the foot of Warsaw hill. Although the 45 slowed to a walk before they were more than halfway up the six-mile slope, they managed to scratch into Summit without delaying Two.

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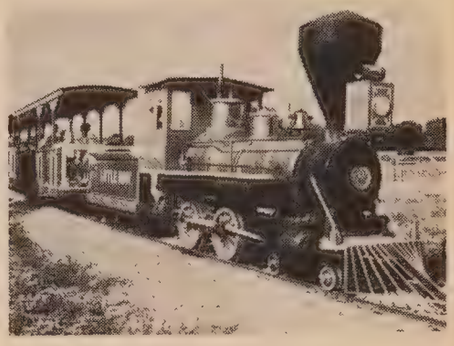

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Following the "varnish" out of Summit, after taking on a tank of water, they rambled another three miles to Fulham Junction. Then they stopped west of the point where the CM&E rails crossed those of the LE&SW.

Here they carefully stretched the slack out of the train and set brakes on both ends before cutting behind the three flats of bridge timber that were to be set out. Fulham Junction was notorious for a bunch of town loafers who'd pull out and toss away every pin in a train if given a chance.

Clattering over the crossing, they backed in on the LE&SW transfer. They were just shoving their setout into clear when Baldy, who had stopped off at the yard office with the bills, came galloping up.

"Hold on!" he yelled. "We got to pick up two cars o' horses. Yardmaster says they're first out on the wrong end of the hot-ham transfer."

Tom Hardy let out a yelp. Hank Myers leaned weakly against a Grand Trunk boxcar, fanning himself with his hat. They knew that the crews of both roads removed the links and pins from all cars set out on the transfer, by time-honored custom, and now they were going to have to handle every car on the track.

"No use thowin' a fit about it," Baldy philosophized. "If them two cars was dead freight I'd leave 'em, but you can't run livestock, so you apes had better rustle some iron."

THEY rustled enough iron to couple up five cars. All in all, with going back to set their own train in on the passing track, it took an hour and a half to switch that transfer. They had to shove in to clear No. 77, westbound merchandise train, then another eastbound extra, whose crew greeted them with yells of derision in passing.

The crew of Extra 45 were sore and weary. Things got no better after leaving Fulham. The dispatcher had lost confidence in their ability even to get out of their own way and practically declined to put out time orders that would help them.

Thus they hit every siding on the division, and were more or less in a fighting mood when they rolled into Ambersburg and tied up for food. That was only twenty miles from New Dover, the terminus of their run, but they were taking no chances.

"Ma" Shulberg's meals were famous; and all hands felt better after stowing away generous helpings of steak, baked beans, fried potatoes, and dried-apple pie. They straggled back to the train. Tom Hardy threw the gate to the high iron. Smoky whistled off and yanked the throttle open.

The head brakeman stayed at the switch and ran a quick eye over the trucks, truss-rods and brake chains as the train clanked by. Then, after flipping the gate shut and snapping the lock, he grabbed the rear platform and felt the slack jerk out in answer to his highball, even before the answering sound of the whistle came drifting back.

Inside the caboose, he stopped short. Hank Myers was curled up in the cupola and Baldy was seated placidly at his desk. Facing the conductor, in the only chair the crummy afforded, was "Big Bill" Conley, the trainmaster!

"I-I-I just thought I'd ride the hack a few miles," Tom stuttered. "There's a student on the head end and I figured he might as well learn—"

"It's all right, Tom." The trainmaster waved a hand grandiloquently. "Level track or slightly upgrade for sixteen miles ahead. You'll have plenty of time to get over where you belong before you hit Happy hill." He turned to the conductor. "I hear you had a little trouble this trip, Baldy?"

"Trouble?" the skipper echoed. "We been seventeen hours makin' eighty-two miles! Lemme tell you somethin'."

And he poured out his woes while the rails hummed under the speeding wheels and Trainmaster Conley bent a sympathetic ear and the two brakemen discreetly kept their vigil in the cupola. He wasn't through when they slammed past the depot at Dresden, and he wasn't through when Smoky Munn whistled for Louisburg, the only remaining depot between them and home base.

Both shacks swung down from the cupola, put on their mittens, and picked up their brake clubs for the last hill on the run. As they slammed the door behind them, the conductor and the trainmaster climbed pleasantly up to the high seats they had vacated.

The sleet that had stung the crew men's faces at Midland, nearly a hundred miles away, on the previous night had only been a skitter of snow at this end of the road. The little farm community of Louisburg was huddled among sheltering trees. Smoke from supper fires threaded from its chimneys. On the other side of the track, snowy fields stretched away to a low range of hills over which the evening sun was sinking.

Hank and Tom stopped for a moment on the running board of the rear car, swaying easily to its motion, like sailors on a rolling deck. Wind pressed their clothes tight against their bodies. They saw the student brakeman clamber over the tender and mount the head car. And then, suddenly, they watched him swing a wild "broke-in-two" signal that was answered almost instantly by three long blasts from Smoky Munn's whistle.

BALDY WINSLOW grabbed the caboose brake in the cupola that was connected with the car ahead by the dilly chain. Hank leaped for the brake on the car ahead, while Tom made for the third car.

The two men in the caboose saw the student stop short and throw up his hands in a gesture of helplessness. There was a tenfoot gap between the third and fourth cars—a gap that was widening rapidly as rear-end brakes took hold!

Big Bill Conley had been watching the shadow of the train that the rays of the setting sun threw against the snowy sides of a low cut.

"You haven't got a coal-car or a flat near the head end, have you, Baldy?" he queried in a bellow that carried over the noise of the train.

The conductor shook his head.

"Then, there's hell to pay! Your train is in three pieces, not two! Your whole danged crew is on the rear end, a student on the head end, and nobody on the middle section!"

They watched the student reach the gap in the head end of the train. They saw him disappear between the swaying cars and observed him reappear a few moments later, waving something at the engineer.

Smoky Munn answered with two short blasts. They noticed the exhaust leap from the stack as Smoky yanked the throttle open and started to run away from that deadly middle section.

The T.M. wasn't a praying man, but he whispered a little petition under his breath right there. And so, perhaps, did the rest of the boys on that rear end. For they saw what the student was up to and they shuddered at the possible result.

That greenhorn had deliberately cut off the rear car of the head section and waved the coupling pin at the hogger to let him know it. Now he was at the brake, juggling it, applying it in short instants of pressure that were designed to reduce the speed of the car

gradually and make contact with the unmanned mid-section without causing a pile-up.

Big Bill groaned. "If those cars pile, the kid will be under 'em."

It was a ticklish business. The train had been making better than thirty miles an hour when the break occurred, and now the speed of the uncontrolled cars was well above forty—and gaining!

But the student made it. He juggled and nursed that boxcar until the runaway mid-section rammed it with a force that almost ditched the entire train. The impact knocked the kid flat on the deck, but he was up in an instant, swinging on the brake of that head car until he almost slid the wheels.

The rear guard, their own section under control, watched him anxiously as he raced from brake to brake. They noted that he set them with practised ease, swinging the full weight of his body into it, so that the brakeshoes bit quick and hard.

"Student, eh?" muttered Conley. "I'd like to have a dollar for every brake that lad has set!"

Incredibly soon it was all over. With the mid-section under control, the two brakemen dropped the rear end down against it and even succeeded in coupling up again without stopping entirely.

UNDER the overhead wagon bridge that spanned the big cut and around the last curve they rolled, to find the 45 standing on the main line with the two head cars, and the switch tender sprinting for the last switch that headed them into a clear alley in the Dover yard.

Trainmaster Conley waited until the brakeman had kicked the two head cars in at the lower end of the yard and started the 45 for the house, while Baldy turned in his bills and signed the train register. Followed by the student, the men came straggling back to the caboose.

Big Bill regarded them with a stern eye. "We came too close to a bad smashup," he snapped. "What have you got to say, Baldy?"

"Not a thing, mister," came the answer. "You was right along with us and I'll let you do the talking!"

"Okay, I'll do it," said the T.M. "You, Hardy, were not in your proper place on the train. But we'll let that ride, because I assented to it."

Tom began breathing more regularly. Hank Myers was in the clear and knew it.

"No report will be necessary about today's doings," Conley said. "We'll just keep it in the family. But—" He whirled on the student. "What do you mean by claiming to be a greenhorn and then pulling the smartest bit of railroading I've seen in years? How did you know what to do in an emergency that would have flabbergasted half the men on this division?"

"Well," the student stumbled, "I'd heard railroaders talk and—"

"Ye'd heard railroaders talk, did ye?" The trainmaster was getting more Irish by the minute. "Now tell me what kind of mess ye got into on your last job, and if it's short of murder I can fix things up for ye."

The student looked the brass collar square in the eye.

"I went out in the big strike at Pittsburgh in '77," he admitted. "I was there when the boys burned the depot in Allegheny and I was there when we had the scrap with the militia and ran 'em into the river."

He hesitated. Big Bill prodded him. "Go on, Andy!"

The other crew men stood around waiting for Andy's reply.

"But I was not there," said the youth, "when the mob seized the Government Arsenal and turned the city authorities out of office. I got scared and got out of town. I've since tried to work on other roads, but I'm on the blacklist—they always spot me. I went back to the farm, but I couldn't stand it there. I'd wake up in the night listenin' for the sound of a whistle. I thought I'd wear my country clothes, act like a green-horn, and start all over on this road; but I—I—"

Big Bill Conley stuck out a huge paw. "Shake, lad," he said. "You wanted a job on the CM&E. Well, you have it. I'll tell the yardmaster to mark ye up on the extra board."

A broad smile spread over Andy Bell's face. The trainmaster was still talking.

"Oh, yes, happy new year! Don't get drunk. Better roll into your bunks to grab some rest. Business is heavy on the CM&E and ye may get a rawhidin' on your trip west that'll make this last run seem like a buggy ride."

The official whirled on his heel and strode away, with the trainmen's "Happy new year!" echoing in his ears. As soon as he was out of sight, Baldy turned to the two brakemen.

"Always something' to look forward to," he said. "And now we're goin' to Mike's place to celebrate." •

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BOOKS OF THE RAILS

RUDOLF DIESEL: *Pioneer of the Age of Power*, by W. Robert Nitske and Charles Morrow Wilson, 318 pages, illustrated, indexed, University of Oklahoma Press, Norman, Okla., $5.95.

This biography is the aftermath of a magazine article written by one of its co-authors, Charlie Wilson, entitled "I Remember Rudolf Diesel" and featured in Oct. '57 *Railroad*. Although we originally assigned the subject to Charlie nearly eight years ago, helped him to write it, supplied the title for his article, and had Joe Easley illustrate it, the Nitske-Wilson book fails to mention *Railroad* in its list of credits.

Even so, we recommend the new biography—first book of its kind written in English—to all persons interested in the work and personality of the great inventor who revolutionized the railroad industry and whose name is now part of our language. There is a real need for such a volume and we predict that this one will have a large sale. It was painstakingly researched and is fairly well written but is not colorful.

We have long been intrigued by Diesel's strange death—was it murder or suicide? Nitske and Wilson present most of the known facts on his grim disappearance from an English Channel steamer at night but they do not shed any fresh light on the mystery.

One of 243 illustrations in Johnston's new book

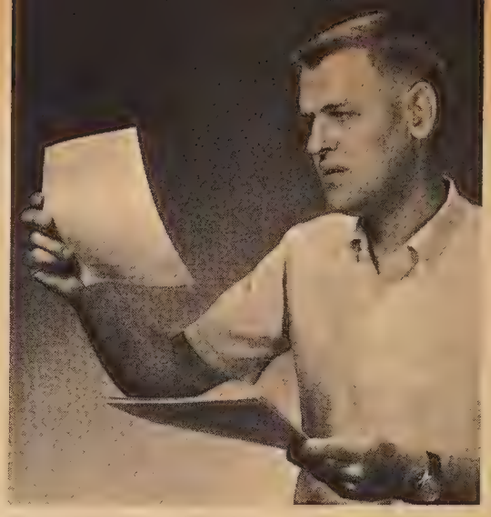
THE RAILROAD THAT LIGHTED SOUTHERN CALIFORNIA, by Hank Johnston, 128 pages, 8½x11", text matter plus 243 illustrations, including a double-page fold map in two colors, also locomotive and equipment rosters, Trans-Anglo Books, P.O. Box 2252, Los Angeles, Calif. 90053, $7.50.

The San Joaquin & Eastern, subject of this book, had several claims to distinction. Besides being one of the few common carriers that operated geared passenger engines on passenger runs, it is said to have been the crookedest railroad ever built and the only one ever to have four huge inclines simultaneously connecting with its main line. Henry E. Huntington, tycoon of the far-flung Pacific Electric trolley system, constructed the line in the lofty Sierras in 157 days to supply "juice" for his PE—and what a story *that* is! With its help he built Big Creek hydro-electric power plant, the world's largest at the time. Then, for years the plant and railroad were owned and operated by Southern Edison Co. and provided nearly all the electricity used in the lower half of the state. Even today Big Creek, boasting 8 powerhouses, 6 lakes, 15 dams, and 10 tunnels, is a major part of the Edison empire.

With so intriguing a subject, plus a rich gallery of rare old photos, an author like Hank Johnston couldn't miss. Hank had already established himself as a rail historian of the Far West. The latest of his three books is almost certain to become a classic. He shows us, for example, photographically and in word-pictures, Shays and Climaxes chugging up 5½ percent grades and around sharp curves, sometimes in deep snow. For the most part we like his choice of pictures and the clarity of their reproduction on thick coated paper. But his two full-page frontispieces, each impressive in its own right, should not have been so much alike.

STEAM LOCOMOTIVE DIAGRAMS *of the Chesapeake & Ohio Railroad*, 111 pages, 10¼x4¼", paper bound, edited and published by Alvin F. Staufer, Rte. 4, Box 145, Medina, Ohio 44256, $4.

These 110 mechanical drawings, with detailed specifications, were reproduced directly from C&O locomotive diagram books. They represent most of the major classes built between 1900-'49 and operated until the Steam Age ended, including the Pere Marquette, which C&O absorbed. Should interest steam fans



Hank Johnston, author, *The Railroad That Lighted Southern California.*

everywhere, but especially modelbuilders. The author, who was No. 25 in our *Interesting Railfans* series, says he will issue similar books on the Pennsy and B&O very soon, and *Chessie's Power*, a picture-history of C&O steam, later this year.

MANAGING A TRANSPORT BUSINESS, 210 pages, 5½x8½", illustrated, indexed, $9.25, and THE FUNDAMENTALS OF MANAGEMENT, 219 pages, 5½x8½", with appendix, $8; both written by W. S. Barry, published by George Allen & Unwin Ltd., and distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y.

The author is training and education manager of British European Airways Corp. and is principal of its staff college for the study of airline management. His first book gives a little space to railways but mostly tells how to run airlines. His second book deals with business management in general.

Casey Jones used this watch on his final trip. (One of 125 pictures in Freeman Hubbard's book *Railroad Avenue.*)

WHOSE FEATHER BED? by Porter Matteson, 80 pages, 6x9", hard cover, Mohawk Press, 287 Lyell Ave., Rochester, N.Y., $3.50.

An oldtimer railroader tells his version of the featherbedding dispute. Matteson began railroading in 1907 as a locomotive fireman on the Nickel Plate, later worked on the Pennsy, then the Lake Shore & Michigan Southern and the Erie. Today, at age 76 he holds a card in Lodge 93 of the Machinists Union and drives 100 miles a day to and from his job in Rochester, N.Y. His challenging little book is based on notes and facts about railroad management and operation gathered over the years. Into its preparation and publication went every spare dollar he could raise for that purpose.

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These books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service* (not book publisher), 205 E. 42nd Street, New York, N. Y. 10017. Here are a number of suggestions:

	List Price	Our Price
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
PACIFIC COAST SHAY, by Dan Ranger	$ 7.95	($ 7.55)
RUDOLF DIESEL, by Nitske and Wilson	$ 5.95	($ 5.65)
RR. THAT LIGHTED S. CALIF., by Johnson	$ 7.50	($ 7.15)
SMOKE ACROSS PRAIRIE, Ehrnberger-Gschwind	$ 4.95	($ 4.70)
HOW WE BUILT THE UNION PACIFIC, Dodge	$ 5.00	($ 4.75)
WORLD'S UNDERGROUND RYS., F. Howson	$ 6.25	($ 5.95)
B&O POWER, by Alvin Staufer	$15.00	($14.25)
RAILROADS OF BLACK HILLS, Fielder	$12.50	($11.90)
TUMULT ON MOUNTAINS, Clarkson	$12.00	($11.40)
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STEAM LOCOS OF BURLINGTON	$15.00	($14.25)
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STEAM TRAINS OF THE SOO, by Suprey	$ 5.00	($ 4.75)
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WORLD RAILWAYS: 1962-'63 edited by H. Sampson	$28.00	($26.60)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE TRAIN THAT NEVER CAME BACK (true rr. adventure stories for 8-12 age) by Freeman Hubbard	$ 2.75	($ 2.60)
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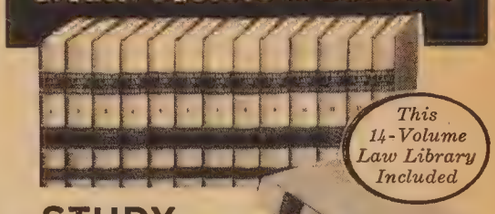

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Photos show the One-spot and Two-spot, both Eight-wheelers, on the North Yakima & Valley Railway, which has since become part of the Northern Pacific.
Collection of Don H. Roberts, 151 N.E. 45th Ave., Portland 13, Ore.

North Yakima & Valley Railway

Locomotive roster supplied by Don H. Roberts

Road No.	Builder and his number	Built	NP Numbers	Purchased
1	Portland, 494	1883	265 to 779	3-31-1906
2	Baldwin, 6955	1883	333 to 735	Apr. 1910
3	Baldwin, 10692	1890	366 to 740	Sept. 1910
?	Baldwin, 10315	1889	544 to 468	8-14-1912

The NY&V was incorporated July 24, 1905, by the Northwestern Improvement Co., a Northern Pacific subsidiary, and was sold to the NP on July 24, 1914. Engine No. 3 was ordered for the Puget Sound Railroad, which the NP aquired before she could be delivered, so she was delivered as NP 366. All four engines were 4-4-0's, except the last one, a 2-6-0. The NP re-acquired all four and restored the last NP numbers soon after it bought the line. Meanwhile, the Toppenish, Simcoe & Western had been incorporated May 5, 1909, in the State of Washington. It was sold July 2, 1912, the NY&V, which finished its construction. There is no record of any TS&W engines. •

Northern Alberta Railways

Locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder's Model	Wheel Arrangement	Tractive Effort	Weight	Built
201-211	1750	GP9	B-B	48,000	248,000	1957-8
301-305	1200	GMD1	A1A-A1A	38,000	240,000	1959
311-312	1200	GMD1	A1A-A1A	38,000	238,500	1960

Roster based on data from NAR's master mechanic and is accurate as of Dec. 29, 1964. All locomotives were built by General Motors Diesels Ltd. and No. 208 was rebuilt in July, 1960, and renumbered 211. Nos. 311 and 312 were originally Canadian National 1072 and 1077, class GR-12z, purchased 1/62. •

2 Brotherhoods Stop Fighting Repeal of State Laws Requiring Full Crews

TWO big labor groups, the Brotherhood of Locomotive Engineers and the Brotherhood of Railroad Trainmen, have pulled out of the fight against repeal of state laws requiring full train crews.

In exchange, 22 Eastern railroads agreed to protect the two organizations' crewmen who otherwise might be laid off if court or legislative action ends the job protection now given them by state law.

In effect, the agreement keeps the three-man crew on most railroads and provides for the third brakeman until his job is eliminated through normal attrition—death, retirement, disability or resignation.

The agreement runs to Jan. 1, 1970, and is effective Jan. 25, 1966, or at an earlier date "in any particular state where the full-crew laws are repealed in respect to ground and yard crews."

On a line where a third brakeman is used, the agreement specifies that "the carrier will continue to employ as long as it is necessary, or to provide jobs for trainmen with seniority dates prior to Jan. 25, 1964, who were not on furlough on that date, when no other employment is available on their seniority district at the governing terminal."

A spokesman for the Trainmen said the agreement affected about 30,000 second brakemen, and, most important, 1,000 men on railroads that use a third brakeman.

A BLE spokesman said the agreement could keep as many as 3000 firemen from losing jobs, should all state full-crew laws be repealed.

These firemen-helpers would continue working until their jobs were eliminated by normal attrition—such as deaths, retirements, disability, or resignations—or until they were able to move up into vacancies in the carrier's roster of engineers.

More than three-fourths of all firemen-helpers are qualified to be engineers. The BLE, however, represents a minority of firemen.

Most firemen are represented by the Brotherhood of Locomotive Firemen & Enginemen, and many belong to both unions. The BLF&E's attempts to arrange a merger with the BLE have been rebuffed.

Northern Alberta Rys. trains pull out of this station in Edmonton, Alberta.

MICHIGAN SHORTLINES

Locomotive roster compiled by Sy Reich

Ann Arbor Railroad

Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Note
1	386	Whitcomb	44-DE-22	B-B	25,700	85,600	1941	
2, 3	660	Alco-GE	S1	B-B	60,000	198,000	1944	
4-7	660	Alco-GE	S3	B-B	58,220	197,440	1950	
20, 21	1000	Alco-GE	RS-1	B-B	70,054	240,230	1950	
50-56, 50A-56A	1600	Alco-GE	FA-2	B-B	71,460	243,270	1950	1
385-394	2500	GM-EMD	GP35	B-B	64,300	?	1964	1

Boyne City Railroad

Owns one unit, the specifications of which are unknown to us.

Chicago, Kalamazoo & Saginaw Railway

Owns no equipment. Leased and operated by New York Central.

Copper Range Railroad

100-101	1000	BW	DS 4-4-1000	B-B	72,000	242,730	1947	
200	1200	BLHW	S-12	B-B	72,000	240,000	1951	

Delray Connecting Railroad

64, 66, 68, 70, 72	660	Alco-GE	S1	B-B	59,700	198,000	1945	2

Detroit & Mackinac Railway

646	660	Alco-GE	S1	B-B	59,700	199,000	1946	
466-467	1500	Alco-GE	RS-2	B-B	73,200	240,000	1946	3
468	1500	Alco-GE	RS-2	B-B	68,910	229,700	1946	3
469, 4610	1500	Alco-GE	RS-2	B-B	68,800	229,200	1946	3
481	1500	Alco-GE	RS-2	B-B	69,150	230,500	1948	3

Detroit & Toledo Shore Line Railroad

41-50	1500	GM-EMD	GP7	B-B	61,200	240,000	1951-3
116-118	1200	GM-EMD	SW7	B-B	61,480	248,000	1950
119-121	1200	GM-EMD	SW9	B-B	61,480	248,000	1951-2

Detroit Terminal Railroad

101-102	1000	Baldwin	VO 1000	B-B	?	?	1945
103	1000	BW	DS 4-4-1000	B-B	?	?	1946
104-115	1000	GM-EMD	NW2	B-B	?	?	1947-9
116	1200	GM-EMD	SW7	B-B	?	?	1950

Escanaba & Lake Superior Railroad

100	1000	Baldwin	VO 1000	B-B	72,000	240,000	1946
101	660	BW	DS 4-4-660	B-B	59,700	198,500	1947
102	800	BLHW	S-8	B-B	59,550	198,500	1952

Fort Street Union Depot

Owns no motive power. N&W, B&O, C&O use its facilities.

Lake Superior & Ishpeming Railroad

1001-1003	1000	Alco-GE	RS-1	B-B	?	?	1951
1501-1503	1500	Alco-GE	RS-2	B-B	?	?	1949
1604-1607	1600	Alco-GE	RS-3	B-B	?	?	1950-3
1608	1600	Alco	RS-3	B-B	?	?	1954
1609-1610	1600	Alco Pr.	RS-3	B-B	?	?	1955
1621-1623	1600	Alco Pr.	RSD-12	C-C	?	?	1957
2500-2501	2500	GE	U25C	C-C	?	?	?

Manistique & Lake Superior Railroad

1	660	Alco-GE	S3	B-B	57,850	?	1952

Port Huron & Detroit Railroad

52	660	Alco-GE	S2	B-B	69,000	198,000	1945
60	1000	Alco-GE	S1	B-B	69,000	230,000	1949

Wyandotte Southern Railroad

D-100	660	BW	DS 4-4-660	B-B	?	?	1948

Wyandotte Terminal Railroad

101-103	660	Baldwin	VO 660	B-B	?	?	1945
104	660	BW	DS 4-4-660	B-B	?	?	1949

Owns one other unit; specifications unknown to us.

Roster is based on data from officers of the railroads involved and is accurate as of the first quarter, 1965. For the purpose of our rosters, a shortline is defined as any common carrier railroad listed in either the Official Guide or the Pocket List of Railway Officials, or both, whose route mileage is 400 or less. Locomotive builders: Alco-GE, American Locomotive Co.-General Electric; GM-EMD, General Motors, Electro Motive Div.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco, American Locomotive Co.; Alco Pr., Alco Products; GE; General Electric.

Michigan shortlines have no loco classes except the M&LS, Class D-6, and the Ann Arbor, with these classes: No. 1, D-1; Nos. 2-7, D-6; Nos. 20, 21, D-10; Nos. 50-56A, D-32, and Nos. 385-494, D-35.

Numbered notes: (1) Ann Arbor 52, 52A, 55, and 55A sold to the Wabash and renumbered 821, 820, 823, and 822. Inherited by Norfolk & Western and leased to the New Jersey, Indiana & Illinois. Ann Arbor 50-51, 53-54, 56, 50A-51A, 53A-54A, and 56A sold to EMD in trade for Ann Arbor 385-394.

(2) Delray Connecting No. 64 sold to Akron, Canton & Youngstown in 6/62 and renumbered 103.

(3) Rebuilt to 1600 horsepower. •

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HOBBY CLUB

Conducted by Sy Reich

JOHN AARDEMA was wrong in the caption he sent us for the picture of an Austrian steam engine that we published in Oct. '64, page 63, even though he took his caption material from an old issue of *Railway Age*. Several readers have corrected him, the latest being Heinrich Weininger, Novagarasse 32/24, Vienna, Austria. The caption stated, "Adriatic type built byBudapest Locomotive Works at Florisdorf in 1909." Mr. Weininger is an expert on Austrian steam power.

Sy Reich

He writes: "The picture shows a fast passenger engine of the Adriatic type, Class 210, built by *Wiener Lokomotivfabrik (Vienna Locomotive Works) at* Wein-Florisdorf. There never was a Budapest Locomotive Works in Vienna. The engine was developed by Karl Golsdorf, a famous locomotive builder. Engines of this type were put into service on the northern line of the Austrian railroads from Vienna to Lemberg. From 1911 onward, they were built as Class 310, with superheater and a few minor changes. This class was of the 4-cylinder type, too. Engine weight in full working order was 86 tons.

"The front pony axle was connected with the first driving axle to make a special form of 4-wheel truck. This device provided excellent performance at every speed and is equal to the American-used 4-wheel leading truck. Many German steam locomotives likewise are equipped with this truck. To me it is unintelligible that American railroads did not use this feature instead of their bad-running 2-wheel pilot truck."

Mr. Weininger, who is an academic painter by profession, has been a *Railroad Magazine* subscriber for years. He generously offers to supply us with any information we might need about Austrian or German locomotives.

The Steam Parade

"The Burlington has decided to retire permanently its Class 05-b steam locomotive 5632," laments Martin L. Zadnichek II, son of a CB&Q executive, 245 55th Pl., Downers Grove, Ill. "She is laid up unserviceable at Galesburg engine terminal. The reason for this decision is the unfortunate fact that she needs major classified repairs costine over $100,000. The company prefers to retire the 5632 rather than spend so much money on her.

"As for the small sum in the Steam Locomotive Preservation Fund, it is felt that this could best be applied to occasional minor repairs needed by the Burlington's 4960, Class 01-a. Thus it seems that the 05-b has run her last mile under her own steam, but no final decision has been reached as to whether she'll be scrapped or displayed."

No. 7 is fired by Calcasieu Paper Co. of Elizabeth, La., for her new owner, Hartford Lambright, Oakdale, La. The engine is a Baldwin, serial No. 52255. In the cab is C. W. Witbeck, railroad photographer, Box 970, Hammond, La.
Wilbur T. Golson, 6552 Winbourne Ave., Baton Rouge, La. 70805

We are still waiting for word from Philadelphia as to whether or not the Reading will resume its famous Iron Horse Rambles this year.

One of the few good records of Canadian steam-train sounds available to the public is *Last of the Doubleheaders,* 12" monaural L.P., recorded last fall by Clayton Smith and produced by Arthur Green under the joint name of S&G Recordings, 41 Benlamond Ave., Toronto 13, Ont., Canada, and selling at $4.50 (plus 14¢ sales tax if you live in Ontario). Canadian National locomotives 6218 and 6167, both 4-8-4's, hauled an 18-coach train filled with 900 railfans between Toronto and Huntsville, Ont. The once-familiar sounds of steam engine and train operation, including nostalgic whistle blasts and ringing of bells, were recorded from trackside as well as from aboard. Listening to the magic of those sounds, we seem to be riding the excursion train.

Next issue of *Railroad* will feature "My 40 Years of Jersey Central Engine Service" by Warren Crater, CNJ engineer, well illustrated.

Thomas T. Taber and F. Stewart Graham are co-authoring a complete, detailed history of Lackawanna steam power from start, 1837, to finish, 1954. It will be the first time this story has been told comprehensively and will include photos, drawings, maps, profiles, and other illustrative material. The authors say this is a "labor of love," dedicated to the men who designed, built, maintained, and ran Lackawanna steam locomotives. A complete geneology of all power on the 12 roads which comprised the DL&W will appear in the book, which may run about 400 pages and will fill a long-felt need.

James Fabian's "Steam Engines and Zero" (April issue) brought back memories to Donald L. Massey, G-1255 S. Graham Rd., Flint, Mich. 48504, who writes: "I recognized the town as Des Plaines, Ill., about 18 miles northwest of Chicago. The C&NW main stem crosses both the Soo Line and C&NW freight line there, the 3 lines forming a triangle about 500 feet on a side."

The large and famous collection of railroadiana of the late Granville Thomas, including a great many really old and fine steam photos, will be sold at auction. Complete list will be mailed to anyone who sends a self-addressed stamped envelope to the decedent's son, Granville S. Thomas, 195 7th Street, Salem, New Jersey.

"The storage yard held the trains that stopped at Des Plaines and had only a few tracks and a turntable—not even a roundhouse. Most commuter trains went to Barrington in steam days, a few to Crystal Lake. The locos used were mostly Pacifics, with a few high-wheeled Atlantics. Headway was very close

Burlington steam engine 5632 will never run again according to a news item on page 56. She is shown (at the right) with 2-8-2 No. 4960, class 01-a, at CB&Q engine terminal, Galesburg, Ill., on doubleheaded excursion trip May 17, 1964.
Bala-Zadnichek Photos, 245 55th Pl., Downers Grove, Ill.

during rush hours, with 2 of the main line tracks inbound in the morning, and 2 outbound in the evening. Thus Des Plaines was an ideal spot; railfans could see dozens of trains a day."

It's all over for the Buffalo Creek & Gauley—one of the last steam-operated common carriers in the nation, reports L.C. Lively. For 60 years the BC&G operated within a 20-mile area of Central West Virginia, hauling coal and lumber.

For the past year it made only two round trips a week between nearby Dundon and a Georgia Pacific sawmill at Swandale.

BC&G officials have offered the line's rolling stock for sale. It includes two steam locomotives, four freight cars, and a gasoline-powered rail bus. William E. Warden, Jr., author of "Mountain-Climbing Shays" (May '65) had an illustrated BC&G feature in our Aug. '62 issue.

"On a three-weeks trip to Great Britain," writes R.G. Harris, 21 Poirier St., Asbestos, Que., Canada, "I covered over 4,000 miles of first-class rail travel at a total cost of $87 for fares by getting two 9-day unlimited tickets. The same distance at regular fares would have cost over $200. I rode the *Flying Scotsman, Bristolian, Royal Scot, Riviera,* etc. Many fans from other countries are visiting Britain to ride steam trains while they still can."

The (British) Great Western 4-6-0 passenger engine 4073, named *Caerphilly Castle,* has been restored to original livery and is now on permanent display in the London Science Museum at Kensington, reports H. Basil Spencer, *Nutfield,* Clews Lane, Bisley, Woking, Surrey, England. When the 4073 appeared from Swindon Works in August, 1923, she was Britain's most powerful express engine and the forerunner of a class of 171 such locomotives built continuously from that date through Aug., 1950, only 4 of which are now running. She was shown at the British Empire Exhibition at Wembley, London, in 1924.

Pennsy 4-4-0 No. 1223 was repaired recently in the Strasburg Rail Road Shops for use on the Strasburg this season, reports L.P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. 17603, who adds that Donald Hallock has been elected president of the Strasburg, and Marion Moedinger, co-owner of the road's gift shop, secretary.

An 0-6-0T saddle-tanker (Vulcan, 1925), weighing 33 tons, was recently transported from the Crist steam plant of Gulf Power Co., her home for 22 years, to new surroundings at Hilliard, Fla., reports L.C. "Pard" Lively, 2224 N. 12th Ave., Pensacola, Fla. 32503. She was sold to American Railroad Equipment Association, Inc.

"After reading in *Railroad* that two Canadian National steam locos, Nos. 6400 and 5700, were stored at Joffre, near Charney, Que.," writes J. M. Leclerc, 20 Bernardine St., St. Romwald Levis, Que., Canada, only four miles from my home, I drove over there and found they were stored in an old roundhouse. They are freshly painted olive green and black, with white-rimmed drivers, and apparently in perfect mechanical condition.

"The main rods are disconnected and stored on the running boards to prevent damage. Both engines are covered with a plastic sheeting to keep out dust. They will be exhibited and run at the International Fair in Montreal next year. No. 6400 is a 4-8-4 with 76" drivers; 5700 is a 4-6-4 with 80" drivers. Both have Vanderbilt type tenders. The way they are hedged in with columns, etc., it is next to impossible to photograph them."

Museum Operations

Ex-Norfolk & Western 4-6-2 No. 578 will operate from noon to 4 p.m. on June 13, July 4 and 25, Aug. 15, Sept. 5 and 26, and Oct. 16 at the Ohio Railway Museum (Box 171, Worthington, O.) On the same dates the museum's trolleys will run between 2 and 5 p.m. One of the steam locos, ex-Marble Cliff Quarries 0-4-0T, will run on an irregular schedule on July and August Saturday afternoons.

The museum operates Sundays 1-5 p.m. May 1 thru Oct. 31 (except on steam days) and from 2 to 4:30 p.m. on Saturdays in July and August, also July 5 and Sept. 6. The National Assn. of Railway Business Women on June 13 will present to the museum ex-PRR caboose 982131, restored.

F. H. Sturges, vice president and general manager, announces that the California Western will operate a steam passenger train during the summer tourist season. Plans call for a daily round trip between Fort Bragg and Willits, starting July 1. The train will consist of a 2-8-2 bought from the Medford (Ore.) Corp and 4 Erie-Lackawanna coaches. CW will also operate its famous "Skunk" doodlebugs.

The Camino, Cable & Northern (see April issue, pages 62, 63) at Camino, Calif., has acquired Hawaiian Ry. 2-4-2 No. 5 and Oahu Ry. coach 27. They

arrived in Oakland after an 11-day ocean trip from Honolulu. The engine, last used in the early 1850's, is probably the last 2-4-2 with tender in existence. Built by Baldwin in 1925, she is now being rebuilt for the CC&N. "Who can supply a photo of her while in Hawaiian service?" asks David B. Ogle, 2905 El Camino Real, Palo Alto, Calif.

Shortly after this issue of *Railroad* comes out, the Everett Railroad at Everett, Pa., is expected to start passenger trips over its 2.6-mile line on the southern end of right-of-way of the Huntingdon & Broad Top Mountain Railroad & Coal Co., using a 2-6-2 steamer which used to be No. 11 of the Morehead & Northfork Railroad, reports Roy C. Hunt, 1329 W. 87th St., Cleveland, Ohio 44102.

Like most of us, Harold Foster had long wanted to own and operate a steam locomotive. Harold is a 42-year old real estate man of St. Catherines, Ont., Canada. He read in a newspaper that the famous midget English railway, the narrow-gage Romney, Hythe and Dymchurch, was willing to sell a 60-ton engine that had once been the private toy of the Duke of Sutherland in Scotland. So he made a long-distance phone call and bought her, together with a saloon coach. Then he formed a new company, Imperial Pageants Ltd., to operate a tourist attraction including the train. The engine is unique in that it bears the autographs of 3 British kings: George V, Edward VII, George VI, and King Alfonso of Spain.

Slim-gage train leaves Mazatenango, Guatemala, with 2-8-0 No. 108 bound for town at Mexican border on International Rys. of Central America.
Adolf Gutohrlein, 4945 Deeboyar Ave., Lakewood, Calif.

Adolf Gutohrlein

Brakemen watch rails recede behind a mixed train pulling out of Escuintla, capital of Guatemala, on the IRCA.

Trolleyville U.S.A.: Gerald E. Brookins announces that the 1¼-mile Columbia Park & Southwestern Electric Ry. will operate from Memorial Day thru October on Saturdays, Sundays, and holidays from 1 to 6 p.m. at 7100 Columbia Rd., Olmstead Falls, Ohio, 17 miles southwest of Cleveland, near Ohio Turnpike gate 9. Equipment roster includes ex-Veracruz 4-wheel open summer cars, AE&FR wood and steel cars, Cleveland Ry. drop-center cars, private car *Toledo,* and Toledo Rys. and light company cars.

The Livonia, Avon & Lakeville has bought a 125-ton Baldwin 2-8-2, which will be rehabilitated at Richwood, W. Va., before being shipped to the LA&L, reports Eugene H. Blabey, Buffalo News Bldg., Buffalo 2, N.Y. Passenger trains will run Saturday and Sunday all summer on the LA&L out of Livonia, N.Y., about 20 miles south of Rochester and 60 miles from the steam-powered Arcade & Attica. Diesel freight service got under way on the LA&L in March.

A new steam railroad, the Wilmington & Western, is being projected for Delaware, reports John Gotwals, 2105 Silverside Rd., Wilmington, Dela. 19803. It will be operated by Historic Red Clay Valley, Inc., a non-profit organization, near the junction of Delaware State routes 41 and 2 west of Wilmington. Opening date not yet set. Equipment includes a Canadian National 2-6-0 (Canadian Loco. Co., 1910), ex-Mississippi Central 4-4-0 No. 98 (Alco, 1909), and 4 ex-Lackawanna open-platform cars (a combine and 3 coaches).

Setouts and Pickups

The retirement of Malcolm C. Smith from railroading is complete. The former vice president and general counsel for the Erie-Lackawanna has donated his $10,000 model railroad collection—including 40 locomotives, 200 cars and a full mile of tracks, sceneries and operating devices—to the Boys Club of Cleveland.

For next issue of *Railroad,* Sy Reich promises present-day locomotive rosters of the Ontario Northland and Minnesota shortlines.

Pacific News, an illustrated little railfan monthly, printed on slick paper, is getting better with each issue. You can get it at 25¢ a copy or $2 a year (overseas $3) from Donald C. Ward, managing editor, 458 Chatham Rd., Burlingame, Calif.

Frank Richter, publisher of *Modern Railroads,* will be host on a European Seminar Tour for American Railroad Management, Sept. 23-Oct. 11. Land arrangements cost $457, plus air transportation based on 21-day excursion rate in economy class New York to New York, $341.80; Chicago to Chicago, $416.80, or Los Angeles to Los Angeles, $629.90. Reservations should be made through Cartan Travel Bureau, Inc., 108 N. State St., Chicago, Ill. 60602.

A mail-order business for railfans is conducted by Elliot L. Romm, Box 328, Dobbs Ferry, N.Y. 10522, under the name Replica Mail Specialties. Among the many items he sells are LP hi-fi railroad and trolley sound recordings, $1.25 each (6 for $6.50); such railroad jewelry as key rings and tie-bars, $2.50 each, and lariat ties, $2.95—add 10 percent Federal tax for jewelry—and such popular books as *Railroad Avenue, America's Fastest Interrurban Route, SP Steam Locomotives, Rails*

Across the Midlands, Sante Fe, and *Kansas West.*

Railroad wreck pictures, all kinds, are wanted by Kevin Smith (age 7), 252 Corsyra Rd., Sunbury, Pa. For the past few months his grandfather, Louis F. Dreibelbis, retired Pennsy baggageman, has been cutting out railroad pictures from our magazine for him.

"I have a wine cellar located in a colorful 70-acre wine grape vineyard," writes Hollis Guthrie, 12747 Milliken Ave., Grapeland, Calif. "Last year we averaged 1000 visitors per month. On holidays and week-ends the average sometimes runs up to 500. Do you know of any railroad hobbyist with a narrow-gage train and small engine that might be looking for a location to operate and make it pay for itself? According to old timers in Cucamonga Valley, a small train used to run in the vineyards to harvest the grapes and haul the workers to work."

Pennsylvania State Park Commission has just bought the old Kinzua Railroad bridge at Mount Jewett, Pa., from the junk man and will build a state park around it, reports O.W. Brooks, sec.-treas. of B. of M. of W. Employes Lodge 3072, Box 187, Emporium, Pa. This bridge, one of America's highest, used to belong to the Erie. It is intact.

B&O was awarded the Golden Spike trophy for an outstanding contribution to rail transportation for 1964 at the 6th annual dinner of Trinity Valley Railfans, Inc., 3828 Timberline Dr. S., Fort Worth, Texas. This road was honored for its aggressive program initiated by Paul Reistrup, director of passenger services, which cut a huge deficit without sacrificing safety, service, or maintenance standards.

Ken Parkinson makes tie clasps like these from real uniform buttons of trainmen on a number of railroads.

Official uniform buttons of the PRR, B&M, B&O, UP, DL&W, Rio Grande, NYC, N&W, Burlington, RDG, NH, LV, SP, C&O, Southern, IC, Sante Fe, or D&H may be had from Ken Parkinson, 229 N. Triphammer Rd., Ithaca, N.Y. They are available in nickel, silver or chrome plate, or even gold, depending upon the railroad, for use on blazers or sport jackets, 3 for $1.25. If you prefer vest size or cuff buttons, you have a choice of only 3 roads: Sante Fe, D&RGW, and Pennsy, 4 for $1.25. Also available are official uniform buttons made into tie clasps, tie tacks, and bola ties at $2.50 each, or cuff links, $3 a set.

Mexico and Guatemala

Locomotive roster of Ferrocarriles Nacionales de Mexico, accurate as of Aug. 6, 1964, appears in Vol. 4, No. 11 of *Extra 2200 South,* official publication of the West Coast Railway Assn. For price or other details contact Garth Tyckoson (editor), 2206 W. 19th Ave., Vancouver 8, B.C., Canada, or Ken Douglas (roster editor), 1315 Singer Pl., Pittsburgh, a. 15221. The Association will publish a Canadian National roster as a booklet with 3 or 4 photo pages, and is taking orders for copies at $1.50 each.

Elmer Treloar, who lives in a large hollow tree (of all places!) at 101 California St., Highland Park 3, Mich., recently returned from a trip to Mexico, where he photographed Niagara-type locos, some doubleheading—he says they handle about 70 percent of the freight trains between Queretero and Mexico City—and Mikes, on the main line south of Tula de Allende and on mixed running between Tula and Pachuca.

"The narrow-gage line between Puente de Ixtla and Cuautla (FCI Oceanico) was still 100 percent steam early this year," he adds. "Some steam was being used on the mixed train between Mexico City and Texcico. The narrow-gage line between Oriental and Tejiutlan is all diesel, and no steam operates out of Veracruz. Although all scheduled trains on the United Rys. of Yucatan are dieselized, I shot a yard goat, one of 8 serviceable steam locos still there on a stand-by basis."

He also spent 2 weeks in Guatemala, where he shot 4 steam types on the International Rys. of Central America, all in fine condition. The highway closely parallels this line for 110 miles from the Mexican border to Escuintla thru banana, sugarcane, and coffee plantations and lush tropical vegetation. For 270 miles from Puerto Barrios to Puerto San Josa the railroad is accessible from Highway 9 most of the way. The mountain scenery north of Guatemala City is terrific: high trestles, deep cuts, etc. Most trains on that line are doubleheaded, with the second engine about 6 cars back, as in Mexico.

The United Fruit Co. dieselization program is well under way, according to Elmer, but he photographed a Porter 0-6-0 in Bananera, where 32 surplus steam locos were stored. He found 2 woodburners working at Palo Gordo sugar mill. ●

Photograph by Adolf Gutohrlein

Guatemala City enginehouse accommodates ten narrow-gage 2-8-2's, mostly Baldwins, of International Rys. of Central America.

Budd car on the New Haven. If these railroad passengers seem to be unhappy, it may be because they resent the injustice of subsidized highway competition.

U. S. GOVERNMENT SUBSIDIZES COMMUTERS-BY-AUTOMOBILE

COMMUTER rail service is one of the nation's major problems and is getting more acute every day. Why have so many millions of people deserted the railroads? Why do they drive to work through rush-hour traffic five days a week, when good rapid transit is much more efficient and less nerve-wracking? What can be done about it?

New insights into those questions are provided by a series of articles in *Consumer Reports* magazine. This magazine is published by Consumers' Union, a non-profit group with no ax to grind.

The *Consumer Reports* articles, by Ruth and Edward Brecher, document the glaring fact that subsidies are provided to commuters-by-auto. Those subsidies are clearly one of the biggest reasons for the present situation.

Consumer Reports notes that highway construction as a whole, including the vast Federally-subsidized program, is paid for by "user taxes," chiefly gasoline taxes.

But the cost of the immensely expensive expressways used by commuters-by-auto is paid only in small part by those commuters' user taxes, the researchers found. Other motorists throughout the country, by their gas taxes, are being forced to subsidize the commuters.

For example, Chicago's 15-mile Kennedy (Northwest) Expressway cost about $238 million. But a leading firm of transportation consultants concluded that only about a third of this capital coast is being covered by the user taxes paid by vehicles using the expressway. And those taxes don't cover any of the Expressway's upkeep.

The Regional Plan Association for the New York area concluded:

The subsidy to rush-hour motorists on typical urban expressways and streets is about 10 cents a mile per automobile. The person driving 25 miles to work during rush hours in a metropolitan area is subsidized about $5 a day (or perhaps 50 cents or $1 less if he passes toll gates).

The two researchers for Consumers' Union state, furthermore:

Parking, too, is being subsidized. Free parking on streets, low-cost parking in city-owned or city-subsidized parking lots and garages, and parking provided free or at low cost by employers as an employe "fringe benefit," all reduce the out-of-pocket price of automobile commuting below the economic cost. . . . Against this background, the need for a transit subsidy becomes more understandable. A transit system . . . can hardly be expected to woo commuters off the freeways without a subsidy so long as the urban freeways themselves, and the parking at their downtown end, continue to be lavishly subsidized.

Faced by ever-growing problems of traffic, parking, smog and the defacement of neighborhoods by expressways, at least ten large U.S. cities, plus three in Canada, have plans underway to promote rapid transit, according to *Consumer Reports*. Some of these plans have begun to operate. Most are still in the talk stage. All involve some form of public subsidy.

Who should pay the taxes to subsidize rapid transit? Ruth and Edward Brecher noted one sensible suggestion —used in Sweden, but not yet in the U.S.—that the "unearned increment" of land-owners near the rapid transit right of-way should be heavily tapped.

If a new transit line is built, or an existing commuter rail line is expanded, nearby landowners will find their property soaring in value, *Consumer Reports* pointed out. This is an "unearned increment" in value, since the landowners did nothing to create it and it could be levied on to help pay for the transit line.

The same thing happens with land near freeways. Ruth and Edward Brecher cited such examples as these: property values up 544 per cent along a Dallas freeway, up as high as 700 per cent around the Boston circumferential freeway, up from $500 to $21,000 an acre along the Eastern Freeway in California.

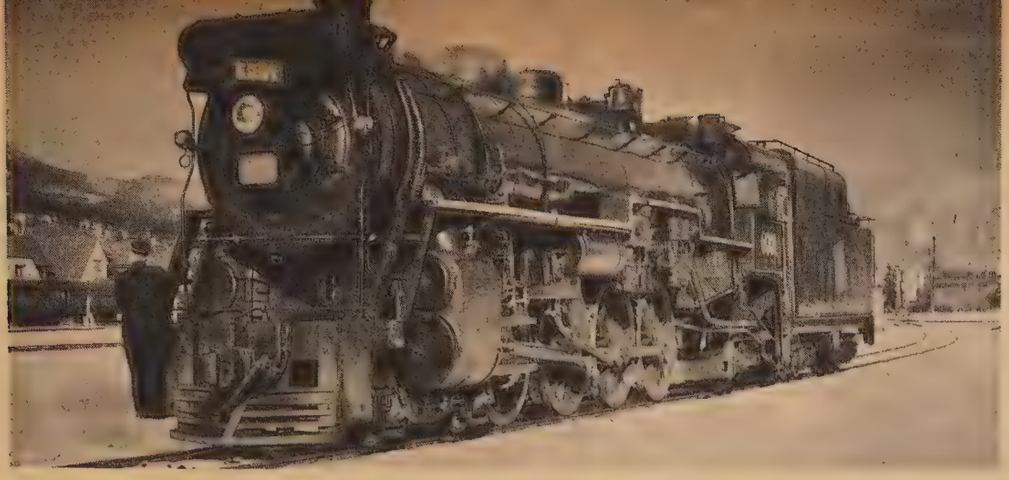
Most transit subsidies so far in the U.S., however, have come from general local taxes or—in Massachusetts—from a state tax. Also, Congress last year passed a three-year $375 million urban mass transportation program, devoted mostly to subsidies. This, *Consumer Reports* noted, is a drop in the bucket compared to Federal aid for expressways.

One further aspect of rapid transit for commuters is the need for what the consumer magazine called a "good, balanced system"—with adequate outlets, modern equipment, proper maintenance and a positive attitude by management.

Much rail commuter service today lacks those qualities. When they're present, some rail commuter lines can show a profit even without subsidy. The Chicago & North Western, for example, reported earning a $706,000 profit on its three commuter lines in 1964, up from $203,000 in 1963. The number of C&NW riders rose to 20.5 million in 1964, up 909,000 from 1963.

But the articles by Ruth and Edward Brecher make plain the key role of motorist subsidies in strangling much rail commuter service—even though commuter trains can carry 30,000 people an hour in speed and comfort on a single set of tracks, while a four-lane one-way expressway will begin to jam up if more than 6,000 cars an hour try to use it.

We commend the Consumers' Union for publishing this helpful survey and the weekly newspaper *Labor* for bringing it to our attention.



Oilburning 6001 brings *Continental Limited* into Jasper after 236-mile climb from Edmonton and brakeman rides pilot to throw switch into engine terminal.
Rail Photo Service

Canadian National 6000 Series

Locomotive roster compiled by Peter Cox

Road No.	Class	Bldr.	Bldr. No.	Year Built	Engine Weight	Year Scrapped
6000	U-1-a	CLC	1696	1923	354,300	1962
6001	U-1-a	CLC	1697	1923	354,300	1962
6002	U-1-a	CLC	1698	1923	354,300	1960
6003	U-1-a	CLC	1699	1923	354,300	1958
6004	U-1-a	CLC	1700	1923	354,300	1951
6005	U-1-a	CLC	1701	1923	354,300	1955
6006	U-1-a	CLC	1702	1923	354,300	1960
6007	U-1-a	CLC	1703	1923	354,300	1960
6008	U-1-a	CLC	1704	1923	354,300	1958
6009	U-1-a	CLC	1705	1923	354,300	1957
6010	U-1-a	CLC	1706	1923	354,300	1960
6011	U-1-a	CLC	1707	1923	354,300	1958
6012	U-1-a	CLC	1708	1923	354,300	1957
6013	U-1-a	CLC	1709	1923	354,300	1958
6014	U-1-a	CLC	1710	1923	354,300	1961
6015	U-1-a	CLC	1711	1923	354,300	D.'60
6016	U-1-b	CLC	1744	1924	355,570	1961
6017	U-1-b	CLC	1745	1924	355,570	1960
6018	U-1-b	CLC	1746	1924	355,570	1958
6019	U-1-b	CLC	1747	1924	355,570	1960
6020	U-1-b	CLC	1748	1924	355,570	1957
6021	U-1-b	CLC	1749	1924	355,570	1960
6022	U-1-b	CLC	1750	1924	355,570	1959
6023	U-1-b	CLC	1751	1924	355,570	1959
6024	U-1-b	CLC	1752	1924	355,570	1960
6025	U-1-b	CLC	1753	1924	355,570	1955
6026	U-1-b	CLC	1754	1924	355,570	1957
6027	U-1-b	CLC	1755	1924	355,570	1961
6028	U-1-b	CLC	1756	1924	355,570	1959
6029	U-1-b	CLC	1757	1924	355,570	1961
6030	U-1-b	CLC	1758	1924	355,570	1961
6031	U-1-b	CLC	1764	1924	354,300	1959
6032	U-1-b	CLC	1765	1924	354,300	1959
6033	U-1-b	CLC	1766	1924	354,300	1961
6034	U-1-b	CLC	1767	1924	354,300	1959
6035	U-1-b	CLC	1768	1924	354,300	1961
6036	U-1-b	CLC	1769	1924	354,300	1958
6037	U-1-c	BLW	58436	1925	354,100	1961
6038	U-1-c	BLW	?	1925	354,100	1961
6039	U-1-c	BLW	58463	1925	354,100	D.'59
6040	U-1-c	BLW	?	1925	354,100	1961
6041	U-1-c	BLW	58464	1925	354,100	1955
6042	U-1-d	CLC	1853	1929	352,720	1952
6043	U-1-d	CLC	1854	1929	352,720	D.'62
6044	U-1-d	CLC	1855	1929	352,720	1959
6045	U-1-d	CLC	1856	1929	352,720	1955
6046	U-1-d	CLC	1857	1929	352,720	1959
6047	U-1-e	MLW	68343	1930	358,800	1960
6048	U-1-e	MLW	68344	1930	358,800	1961
6049	U-1-e	MLW	68345	1930	358,800	1960
6050	U-1-e	MLW	68346	1930	358,800	1960
6051	U-1-e	MLW	68347	1930	358,800	1960
6052	U-1-e	MLW	68348	1930	358,800	1961
6053	U-1-e	MLW	68349	1930	358,800	1955
6054	U-1-e	MLW	68350	1930	358,800	1960
6055	U-1-e	MLW	68351	1930	358,800	1960
6056	U-1-e	MLW	68352	1930	358,800	1960
6057	U-1-e	MLW	68353	1930	358,800	1960
6058	U-1-e	MLW	68354	1930	358,800	1961
6060	U-1-f	MLW	72757	1944	355,700	D.'62
6061	U-1-f	MLW	72758	1944	355,700	1960
6062	U-1-f	MLW	72759	1944	355,700	1961
6063	U-1-f	MLW	72760	1944	355,700	1961
6064	U-1-f	MLW	72761	1944	355,700	1960
6065	U-1-f	MLW	72762	1944	355,700	1960
6066	U-1-f	MLW	72763	1944	355,700	1962
6067	U-1-f	MLW	72764	1944	355,700	1960
6068	U-1-f	MLW	72765	1944	355,700	1961
6069	U-1-f	MLW	72766	1944	355,700	D.'63
6070	U-1-f	MLW	72767	1944	355,700	1961
6071	U-1-f	MLW	72768	1944	355,700	1961
6072	U-1-f	MLW	72769	1944	355,700	1960
6073	U-1-f	MLW	72770	1944	355,700	1961
6074	U-1-f	MLW	72771	1944	355,700	1960
6075	U-1-f	MLW	72772	1944	355,700	1961
6076	U-1-f	MLW	72773	1944	355,700	1960
6077	U-1-f	MLW	72774	1944	355,700	—
6078	U-1-f	MLW	72775	1944	355,700	1961
6079	U-1-f	MLW	72776	1944	355,700	1960

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MAGAZINE AT YOUR NEWSSTAND

No. 6011, with smoke deflectors, pulled *Ocean Ltd.*, Moncton to Halifax.
Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

Comments on CN Roster

This roster is reprinted from "The Steam Chest" (Feb. '63), official publication of the West Coast Railfan Association, Inc., P.O. Box 2790, Vancouver 3, B.C., Canada. The Canadian National's 6000's were all 4-8-2's with 73" drivers. From 6000 thru 6041 the boiler pressure was 210 and the tractive effort 49,590. From 6042 thru 6058 the B.P. was 250 and the T.E. 50,300. From 6060 thru 6079 the B.P. was 260 and the T.E. 52,315. From 6000 thru 6041 the cylinders measured 26x30", and from 6042 thru 6079 they measured 24x30".

The builders were: CLC, Canadian Locomotive Co.; BLW, Baldwin Locomotive Works, and MLW, Montreal Locomotive Works. Last column shows the year each engine was scrapped—except those marked D., meaning the year they were placed on display. No. 6077 is still extant but not displayed. There never was a 6059.

Peter Cox had a long and interesting article on the 6000's in "The Steam Chest" in which he quoted Jack Rennie, veteran CN hogger as follows: "There were comparatively few 6000's west of Kamloops, so I didn't often run them. But they were the Canadian National's most powerful engines, except for the 4300's. Toward the last, when nearly all the steamers used were on drags or work trains, getting a 6000 was quite a pleasure."

He also quoted CN engineman Bruce McIntosh as saying the 6000's "would easily travel a 130-mile division without a water stop." And: "I recall one trip with a 6000 from Wainwright to Edmonton (which has several grades) when we covered the 126 miles in 119 minutes." ●

Canadian National Railways photo

Ceremony marked the final scheduled run of the Canadian National's last steam locomotive in regular service, on April 25, 1960.

Busy Mexico City yard, National Railways of Mexico. Engine at right switches standard-gage cars on dual-gage tracks. Engines in middle are being prepared for freight run, while the locomotive on the left is being serviced for the evening passenger train. The photographer is just back from a trip to Mexico.
Adolf Gutohrlein, 4945 Deeboyar Ave., Lakewood, Calif.

The Switch List

THESE items are printed free and in good faith but without guarantee. Keep within 28 words, including your name and address. Use abbreviations such as *tts.* (timetables); *emp tts.* (employees timetables), and *SSE* (send 5¢ stamped envelope for list or details).

Write each item plainly or pen-print or typewrite it on a postcard or separate sheet of paper—not buried in a letter about other matters.

If you want pen pals, state your age and special interests so that they will know what to write about. Too many readers forget to do this. At the suggestion of George H. Bullwinkel of Philadelphia, Pa., we are listing *Pen Pals Wanted* in a spearate classification.

A tight printing schedule compels us to close the *Switch List* long before publication. As this magazine hits the newsstands our July department is already closed. Entries for Aug. issue (out approximately July 10th) should reach us by April 15th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017.

R.J. ARMSTRONG, 500 Dysart Rd., Box 12, Winnipeg 19, Man., Canada, wants cameras, sizes 116/616, 122, good cond. Answers all mail.

ADOLF ARNOLD, 43 Upland Rd., Sharon, Mass. 02067, wants to contact people who collect letterheads with rr. motif.

C. BAER, 15-A W. 30th St., Bayonne, N.J. 07002, wants CNJ tts., emp. tts., pix, info., track diagrams on steam operation.

GERRY BURRIDGE, 65 Creamzie W., Quebec 6, Que., Canada, sells and trades steam, diesel, elec. slides and pix of U.S. and Canadian rrs. List 10¢ coin. Wants R&LHS Bull. 83, negs., pix of QRL&P, QC, CP suburban, articulateds.

L.L. DANNER. Box 172, Olathe, Kan., wants info. on wreck of Big Four solid whiskey special between Peoria and Bloomington, Ill., long ago.

LARRY EASTON, 510 Reed St., Neenah, Wis., will trade orig. steam slides for same, Kodachrome only.

TOM FRANCIS, 702 Railroad St., Ypsilanti, Mich. 48197, wants pix and info. on LS&MS trains, also NYC yard pix showing trains and men working.

CARL GAY, 117-163 Rowandale, Winnipeg 15, Man., Canada, sells pc size action steam pix, Canada, U.S., over 70 diff. roads. Trades action 116 negs. of Wpg. Hydro 4-4-0 for other action 116 negs. (SSE)

EDWIN GREEN, V.A.C., Wood, Wis. 53193, wants tts. of Ga. & Fla., Miss. Central, Iowa Central. State prices.

J.L. HAUGH, 3650 Mt. Vernon Rd., Sebastapol, Calif. 95472, sells 35mm color slides and size 620 b&w negs. of rr. cars, also steam photos. (SSE)

DON HAYWARD, Sr., 38 Monastery Ave., West Springfield, Mass., sells photos of steam locos, cabooses and pass. cars of many rrs. in New Eng. and Canada. Complete price list 25¢. Will sell O gage MU car.

J.G. HUNTER, 312 E. 2nd St., McCook, Neb., sells wall pictures of rr. scenes, incl. steam trains, link-and-pin couplers, other railroadiana.

JOHN ILER, 66 Lacy St., Avon, N.Y. 14414, will buy pix of steam or diesel locos and trains on Erie's old Corning Div.

GEORGE JAMES, 2235 35th Ave., San Francisco 16, Calif., sells sets of 15 b&w postcard pix of Indiana RR. cars, $1; also sets of 12 SF cable cars in color, $1.

C.W. JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46805, sells size 616 and larger steam pix of most U.S. roads, also Canada and Nat. of Mexico. Will send list of what you want.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells old issues Railroad Magazines, Trains, R&LHS Bulls., model mags, etc. (SSE). Buys collections of such mags., good cond.

B.W. KOOB, Box 279, Ft. Dodge, Ia. 50502, sells old issues of Railroad Magazine, Trains, model mags., '46 to date, also negs., pix, tts., films, rr. books, etc.

Rev. A. KOVACS, 500 S. Franklin, Wilkes-Barre, Pa., sells dupl. color slides of Chestnut Ridge '23 Mack railbus, also steam negs.

JAMES Mac Rae, 923 63rd St., Kenosha, Wis. 53140, wants steam pix of SOO, C&NW, MILW, NP; also shortlines in Wis. and upper Mich.

GORDON MILLS, 1159 Loma Sola Ave., Upland, Calif. 91786, wants plans and pix of Chatamoc Brewing Co. 2-8-0's (Schenec. '21) that became T&NO Nos. 867, 869, Class C-20.

G.J. NEWPORT, Box 95, Reading, Vt., wants to know if, or where, he can buy any Central Vermont RR. books.

FRANK REILLY, 306 Front St., Dunellen, N.J., wants CNJ steam negs, and railroadiana, also photos of Turkish State Rys. steam, esp. 4-4-2-2-2.

WESLEY STEAD, Box 592, Effingham, Ill. 62401, wants photos of L&N train wrecks at Walda, Ala., Nov. 4, 1932, and Castleberry, Ala., Dec. 17, 1936.

WARREN STOWMAN, 2102 Eastburn Ave., Philadelphia, Pa. 19138, will trade for or buy any size photos of Phila. & Rdg. 2-6-0's 401-404 and 1450, 1451, Class N-1A.

D.W. TAYLOR, 114 Erdenheim Rd., Philadelphia, Pa. 19118, sells RDB blueprints of stations and yards. Also emp. tts. of RDG, LV, CNJ, C&WI, PRSL, E-L. Answers all mail.

BOB ZUBER, R.D. 3, Williamsport, Pa., wants any pix of Susquehanna & N.Y. equipment.

HOWARD AMELING, 807 Court St., Fremont, O. 43420, sells steam, diesel, elec. pix sizes 3½x5, 5x7, 8x10, and p.c. of major rrs., U.S., Canada. List, sample 20¢.

C.T. ANDREWS. 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells and trades 4x5 and p.c. size pix LV, RDG, L&NE, CNJ, DL&W, D&H, and Pa. shortlines.

JIM APPLEBY, 2249 Haines Rd., Cooksville, Ont., Canada, wants info. on CP Chalk River Sub.. esp. between Carlton Pl. and Renfrew.

GEO. ARDELEAN 158 N. Western Ave., Lake Forest, Ill., sells CNS&M emp. tts. No. 57.

R.J. ASKEVOLD, 100 Elm St., Crystal Lake, Ill. 60014, wants address of R.J. Foster, formerly of St. Louis.

JOHN BARTH, Jr., 54 Poplar St., Closter, N.J., sells pix and slides of diesels, steam, elec., of LIRR, EL, NYC, etc. List 5¢.

TOM BAVOLAR, 28 W. 32 St., Bayonne, N.J. 07002, makes 4x5 b&w negs. from color slides. (SSE)

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, wants pix DCTS 1487, PAAC PCC's and NYC 4600, 4700 MU's.

BILL BIESECKER, 2263 Lafayette St., North Bellmore, N.Y. 11712, wants pix Baldwin steam dummy of Stroudsburg Passenger Ry.

ROGER BOISVERT, 2231 2nd Ave., Trois Rivieres, Que., Canada, wants any size pix CN 2398, 2422, 2436, 2448, 2459, 2463, 2482, 2535, and CP 3526, 3527, 418, 2225, 2319, 2506, 2557, 2560.

BURDELL BULGRIN, Box 206, Owen, Wis. 54460, will trade ATSF tr. orders for those of DM&IR, SOO, GB&W, TP&W.

WM. CHAPLIK, 77 2nd St., Woodbridge, N.J. 07095, buys or trades for orig. or dupl. 35mm color slides L&NE diesels and equip.

C.H. CLIPPINGER, 212 S. Fayette St., Shippensburg, Pa., wants pix, info. on CV RR. in Pa., Morris Canal in N.J.

R.M. CONDON, 610 2nd Ave. S., St. Petersburg, Fla., wants Meyer's "20th Century Manual of Ry. and Commercial Telegraphy."

WAYNE DANIELS, 279 Maywood Ave., Maywood, N.J. 07607, wants pix and info. on N.J. Midland (1870-'82).

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells tts. and other railroadiana from NYNH&H, LV, NYC, PRR, CN, SP, D&RGW, WP, and shortlines. (SSE)

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 10¢. Buys, sells steam negs. of CN, CP, TH&B.

BILL DUBOIS, 42 Lincoln Ave., Jamesburg, N.J., wants pix and plans of S.F. Bay ferries.

DICK DURAN, 1307 5th Ave., San Francisco, Calif. 94122, trades trolley info., pix, slides. Has good collection of S.F. Muni.

JAY FELDMAN, 1757 W. N. Shore Ave., Chicago, Ill. 60626, wants b&w and color pix, slides, bldrs. plates of PRR J-1, J-1a.

TOM FRANCIS, 702 Railroad St., Ypsilanti, Mich., wants daily reports of NYC diesels, cabooses, and pix of green cabooses.

BOB FREMMING, Dallas, Wis. 54733, sells many pix of locos and trains.

PAUL GARDE, Box 368, Green Mountain Falls, Colo. 80819, sells color slides. Sample, list 35¢.

ED GARDNER, 22 Garden Ave., Mountaintop, Pa. 18707, sells rr. pix, rubber stamps, emblems. List free.

GERALD GATEMAN, 88 Furnace Brook Pkwy., Quincy, Mass., sells 3½x5 Kodacolor trolley pix BTC, TTC, MTA, PST, PTC, BSCT, CSS&SB, DCT. (SSE)

JOHN GAYDOS, 6911 N. Caldwell Ave., Chicago, Ill. 60646, will sell or trade for postage stamps 18x25 pix from Pennsy calendars 1943-'58.

JIM GRAHAM, Box 275, Summit City, Calif., will buy Railroad Magazine 12/29 to 12/40 complete, good cond.

JIM GRAVES, Box 855, Tukwila, Wash., sells and trades old issues of Railroad Magazine, Trains, Mdl. RRer, CERA Bull. (SSE)

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif., buys or trades rr. stock certificates and Moody and Poor Manuals.

BRUCE HAYDEN, 1325 Capitol Ave., Des Moines, Iowa 50316, trades color slides of rrs. in Des Moines and S.E. Iowa areas for ACL, SAL, RF&P, B&O, NC. short lines.

Having taken on water, Southern train 33 at Danville, Va., is ready to go: diesel units 6702, 4143, and 2912, and 18 cars.
Curt Tillotson, Jr., College St., Oxford, North Carolina

JON HEIM, 551½ Alcott St., Philadelphia, Pa. 19120, sells Western rr. stock certificates from '80's, '90's. (SSE)

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells or trades on approval orig. 35mm Kodachrome slides of diesels and cabooses in his area. No list.

JOE HEREFORD, Jr., 7800 Pickard Ave. N.E., Albuquerque, N. M., wants info. on rails in area of Cedar City, Utah, and on Shamrock & Western.

WM. HOFFMAN, Jr., 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 pix B&O, WM, NP, DM&IR, etc. List 10¢.

TEX HUDSON, 4760 N. Durfee St., Elmonte, Calif., sells tts. List free.

OWEN LEANDER, 127 Wildwood Rd., Elkgrove Village, Ill. 60007, sells 2¼x3¼ negs. and orig. Kodachrome slides of Chicago area diesels. Wants CMSP&P slides, emp. tts.

L.C. LIVELY, 2224 N. 12th Ave., Pensacola, Fla. 32503, wants pix BC&G hopper with orig. markings and Cedar Grove Colliers twin hoppers.

WILL LOVE, 817 Eighth Ave. W., Birmingham, Ala., trades for CG, ETT, D&W Divs. pix.

DENNIS MANWARREN, 294 Pennsylvania Ave., Glen Ellyn, Ill. 60137. wants any size pix C&NW steam in his area.

JOHN MARTIN, R. 2, Ephrata, Pa., sells watch fobs from T&P and Grand Rapids Ry.

MARVIN MAYNARD, 4164 Stanford Way, Livermore, Calif. 94550, sells size 616 steam negs. SP, NWP, ATSF, UP, etc. List 15¢.

BILL McCALLUM, Box 89, Aylesbow, N.S., Canada, wants pix CP Quebec Central 4-6-0's 1080 and 989.

STAN McCARTHY, 425 Boonville, Springfield, Missouri, sells 35mm slides, b&w negs. steam, diesel. (SSE)

HAROLD McMICHAEL, 30 Palmerston Ave., Brantford, Ont., Canada, sells p.c. size pix of cars GP Ry., LE&N elecs., on approval.

BOB McVAY, Box 625, King City, Calif. 93930, will buy Railroad Magazine and Trains '50-'64 and CERA and ERA publications. Sells 35mm dupl. slides Pacific Coast elecs. '46-'50.

GEO. MELVIN, Richmond, Maine, trades or sells diesel negs. MEC, BAR, etc. Wants diesel negs. of all rrs. Buys negs. BL2, FM, Baldwin cab units, FT's.

PHIL MOSELEY, 614 W. Birch, Enid, Okla., will trade '40-'60 B&O Mag. for tickets of B&O, NYNH&H, NP.

SSGT CARL MUNCK, Box 99, CMR-1, APO, Seattle, Wash. 98737, sells all size steam, diesel pix of ARR, B&O, CNJ, D&H, DL&W, LV, NYC, PRR, RDG, N&W. (SSE)

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa., wants pix trolley jct. at 3rd and Rielley in Harrisburg. Sells color pix of Pennsy GG-1's.

G.D. OGLE, 906 W. Gordon St., Spokane, Wash., trades GN and SP&S tr. orders for those of other rrs. (SSE)

CHAS. PALMER, 26 Hanmer St., E. Hartford, Conn. 06108, sells rr. and trolley rubber stamps.

C.G. PARSONS, 2017 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. slides of steam, diesels, trolleys. Sample 25¢

RALPH PHILLIPS, 188 Marlboro St., Boston, Mass. 02116, wants slides B&M steam, esp. 4-8-2's, 2-8-4's, 2-10-2's, 4-4-0's. Also Pennsy 4-4-4-4's.

JIM RAINS, 1958 Champaign, Lincoln Park, Mich., collects postcards.

BOB RATHKE, 56 Woessner Ave., Pittsburgh, Pa. 15212, wants B&O Mag., tts., emp. tts., menus, literature. SSE for Railroadiana trade list.

JOHN ROBERTSON, 808 E. Monroe, Mexico, Missouri 65265, buys any size pix and negs. WAB and Alton steam.

MEL ROSENBERG, Room 101, Hughes Hall, Cornell Law School, Ithaca, N.Y., wants to hear from ticket and transfer collectors who wish to form club.

GARY ROSTAD, 16 Portland Ave., Winnipeg 8, Man., Canada, want to join or form railfan club in his area.

J.F. SCARBROUGH, Court House, Murfreesboro, Tenn., wants negs. of shortline steam. Desires pen pals in Scotland, Wales and England interested in steam.

PAUL SCHUETT, 11529 Hela, Lakeview Terr., Calif. 91342, trades pix. (SSE)

JOE SCHUSSMAN, Highland Ave., Stanhope, N.J. 07874, buys or trades railroadiana of E-L, NY&GL Div. and branches, also M&E.

STARR SEGUIN, 186 Lisbon St., Lewiston, Maine, sells back issues of Railroad Magazine from '33, also MEC emp. tts., etc. (SSE)

N.R. SEIDELMANN, US 51526412, USA SPT GP JSA, APO, San Francisco, Calif. 96224, trades 8mm color movies of Seoul trolleys, Korean steam and diesel for movies of U.S. or Canadian trolleys, interurbans, steam.

LUKE SINCLAIR, 167 S. Harrison Ave., Congers, N.Y. 10920, will buy Gerald Best's book "Minisink Valley Express."

TOM SINK, 3150 Willow Rd., N.W., Roanoke, Va., will trade Trains photo albums 1-14 for orig. steam negs. SE and Focahontas regions. (SSE)

A.C. SPAULDING, 27 Kingsland Ter., Burlington, Vt. 05401, wants 8mm steam action movies RUT, CV, SJ&LC, and Vt. rrs.

H.B. SPENCER, Nutfield, Clews-Lane, Bisley, Woking, Surrey, England, buys, sells, trades British loco name, number and bldrs. plates.

AL STAUFER, Rte. 4, Medina, O., buys or borrows steam loco diagrams bks., esp. Erie, N&W, IC, SOU.

JIM STERNETT, 9624 Ohio St., Detroit, Mich. 48204, trades train orders, emp. tts., rr. pencils of DT&I, NYC, CN for those of other rrs. Also swaps model rr. passes.

RAY STOREY, 8 Meadow St., Denville, N.J. 07834, trades steam pix and books.

JOHN STRAUSS., Jr., 5825 42 Ave. S., Minneapolis, Minn., 55417, sells CB&Q, GN, NP, CRI&P, D&RGW, WP pix, tts., emp. tts., books, other railroadiana. (SSE)

DAVE TREADWAY, 525 Cantrill St., Irvine, Ky., trades picture postcards.

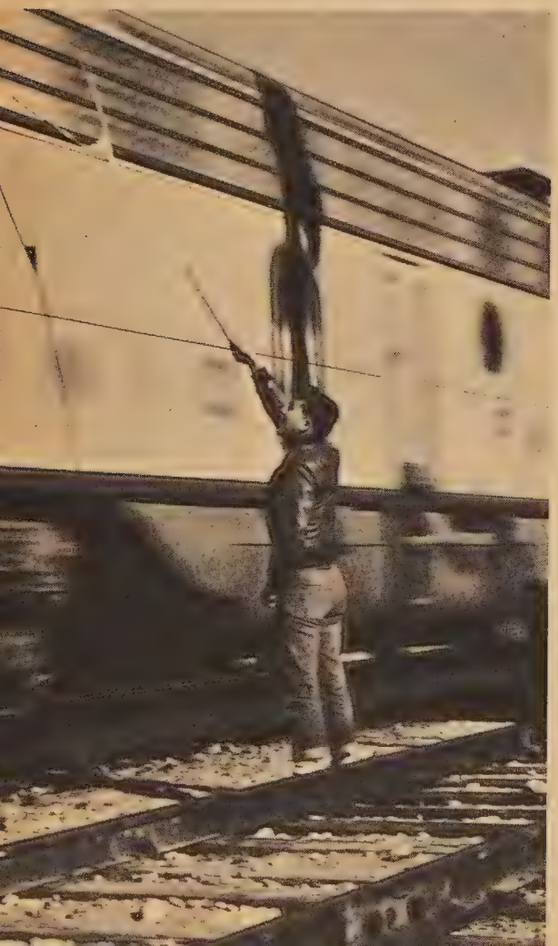
CLARENCE WEIHE, Box 102, Postville, Iowa 52162, sells back issues Railroad Magazine from '40's, good cond. (SSE)

C.W. WITBECK, Box 970, Hammond, La. 70401, sells 8x10 rr. pix. List 50¢. Will buy issues of Railroad Magazine prior to '37, also neg. collections.

R.L. WONSON, 263 Belmont St., Fall River, Mass., sells pix MTA, Pitt. Ry., CNS&M, MTC, steam on B&M, NYNH&H. (SSE)

Hank Griffiths (see page 34)

Scene at Orchard, Idaho, last station on Union Pacific main line to put out train orders before CTC was completed between Nampa and Glenns Ferry, Ida.



Model Trading Post

WM. DARNELL, Burnside, Ky., will sell new and used Marx, Lionel locos, cars, accessories, etc., or trade for HO equip. (SSE)

RHEA ECKOLS, Rte. 2, Box 53, Luling, Tex., will sell AF 4643 loco, orig. green paint, headlight and pantograph missing, one wheel broken.

W.A. ELDREDGE, 3813 Haring Rd., Metairie, La., will custom-build models in trade for back issues of Railroad Magazine or Trains.

JOHN LYKO, 5226 W. 24th St., Cicero, Ill. 60650, sells Tru Scale, Atlas nickel silver track and switches. (SSE)

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants Ives '26 color catalog and std.-gage trains.

TOM SINK, 3150 Willow Rd. N. W., Roanoke, Va., will trade Lionel 752, Tenshodo 0-8-0 for orig. steam negs. of SE or Pocahontas region. (SSE)

L.E. SOUTHERLAND, 3402 E. 5th Pl., Tulsa, Okla., wants 3-rail O gage N&W J Class loco in good cond.

JIM TANOY, Box 35, Carrollton, Ky. 41008, will sell Lionel 752E UP 3 car streamline, solid T rail trk.

Roster Comments

Commenting on our Kentucky shortlines rosters, Flem Daniel Smith II tells us that Montpelier & Barre 21 has been transferred from the Frankfort & Cincinnati to the Greenville & Northern and M&M 22 replaced 21 on the F&C.

Charles Mizell, Jr. adds to our Kansas shortlines rosters by giving us the renumbering of KO&G and MV units transferred to the Texas & Pacific when that road absorbed the Kansas Oklahoma & Gulf and the Midland Valley. KO&G 751-754 became T&P 844-847, KO&G 755B-756B became T&P 846B-847B, KO&G 801-809 became T&P 97-105, KO&G 1001 became T&P 1027, and MV 151-154 became T&P 106, 108, 109, 107.

Pen Pals Wanted

Miss BARBARA JEAN PRATER (age 16), 325 N. Pennsylvania Ave., Lansing, Mich.

BOB MASON, 545 State St., Holland, Mich., will correspond with anyone interested in IRC, western N.Y. State traction, or the defunct N.Y. and Pa. Railroad.

Mrs. MARY HOWARD (age 25), 1926 E. 113th St. Los Angeles, Calif.

NICHOLAS ORIO, Jr. (age 18), 828 Belmont Ave., Collingswood, N.J. 08108, wants to hear from any teen-age girl interested in N.J. railroads.

TOM TANOSKI (age 28), 420 Royal Road, N., Portage La Prairie, Man., Canada.

GEORGE MURRAY (ex-railroader), 672 Cottage Ave., Pocatello, Idaho.

BOBBY JOE JORDAN (age 14), Rte. 2, Deshler, Ohio.

Miss CATHERINE DAVIS (age 24), 3835 Damsville Road, Webberville, Michigan.

Miss JUDY BUDD (age 15), Rte. 2, Deshler, Ohio.

Miss CAROL BESKOW (age 18) and sister DENICE (age 15). 1035 Murray St., Medford, Ore.

SARAH JONES (age 45), Rte. 2, Wellston, Ohio.

Miss MARIANNE MILLER (age 14), 2314 Avenue I, Fort Madison, Iowa.

LOU ANN MORROW, Rte. 1, Box 84, Burlington, Mich.

BILLY M. BYRD (Louisville & Nashville engineer), 369 S. Harrig St., Madisonville, Ky. 42431, is a Citizen Band radio operator, license KHC 0551. He wants to get Citizen Band QSL cards from other operators, especially railroad men and those from other countries. Also will correspond with anyone interested in L&N motive power, past or present. He gets practical use out of L&N roster in Railroad Magazine, particularly weights of locos in the 1000, 1100, 1300, and 1400 series and the GP18's. Our roster helps him to figure his time. ●

New Sound Recordings

Two more steam titles and the first all-diesel number have been added to the distinguished list of LP disks put out by Mobile Fidelity Records, P.O. Box 336, Burbank, Calif. 91503. Each is Stereomonic—a new method of sound reproduction that will play on any phonograph—and each sells for $4.98 postpaid.

GHOST TRAIN features N&W, GTW, NKP, and UP steam locos recorded in regular service and Reading 2124 on an *Iron Horse Ramble*. Sound quality varies from good to excellent. Best sequence is GTW No. 6320 (band 2, side 2): a passenger train coming into a station, stopping, taking water, and then leaving.

HEAR THAT WHISTLE BLOW is a collection of sounds made mostly on steam fantrips. The performances are sensational, with lots of rather frantic whistle-blowing. Not authentic railroad sounds but still good fun. Included are McCloud River RR. 25 doubleheading with Yreka Western No. 9, Sierra 3 and 28 doubleheaded, Pickering's Shay No. 11, West Side Lumber's No. 3 Heisler, Duluth & Northeastern's 14 and 27 doubleheaded, and Georgia Pacific's No. 19 Shay at her regular work. Especially interesting is the McCloud River sequence. Sound is high quality but the D&NE whistle battle is a bit overdone; I was present when this was made.

MISTER D'S MACHINE is the first recording devoted solely to the diesel locomotive. It's all Southern Pacific, mostly GM and mostly recorded on Tehachapi Loop. Included are some fast running and a cab ride in a SD-9. Also heard: F-7 and E-8 (GM), and DF-12, DF-15, and DF-618 (Alco) and a Baldwin-Lima DF-100 switcher. Sound is professional quality, with some distortion in loud horn blasts.—Reviewed by John Briggs. ●

Coming Events

May 15: Excursion via Erie-Lackawanna to Maybrook Yard in New Haven over Poughkeepsie Bridge to Beacon; time to ride the Inclined Ry. there. Lv. Hoboken 9 a.m. EDT, returning about 9:30 p.m.; diner on train. Fare: $9.75 ($5 for kids), sponsored by Branford Electric Ry. Assn. Write Geo. Kuhn, 647 E. 14th St., New York, N.Y. 10009.

May 23: Washington, D.C., to Fort Monroe, Va., via RF&P and C&O, stops at Alexandria, Doswell, Richmond, Williamsburg. Walking tour of historic fort where Jefferson Davis was confined 100 years ago on May 22. Refreshments on train. Lv. Washington 8 a.m. Write NRHS trip committee, Box 467, Washington, D.C. 20044.

May 28-June 1: Toronto trolley tour; chartered PCC and Peter Witt cars. Lv. Chicago Fri. 8:35 p.m. CDT; return Tues. 8:10 a.m. Write Thomas Kopriva, trip chairman, CERA, Box 503, Chicago, Ill. 60090.

May 29-30: Los Angeles tour of railfans spots by rail and bus: Knott's Berry Farm, Travel Town, Grizzly Flats RR., Trolley Museums at Perris and Pomona, Seymour Johnson's live steamer. Write Hal Rogers, Central Coast Ry. Club, Box 1714, San Jose, Calif., 95109.

June 13: Steam and diesel trip. Lv. Pittsburgh 9:00 a.m. EDT via B&O to Somerset, Pa.; ride Laurel Mountain RR. behind former BC&G No. 13, a 2-8-0, 15-mile round trip on B&O's Boswell branch. Snack-baggage-car, optional hot dinner at Someset. Write: NRHS Train Trip, Box 282, Monroeville, Pa. 15146.

June 20: Special D&RGW train thru Royal Gorge, Pueblo to Salida and back, sponsored by Rocky Mountain Div. of Model Railroaders. Write R.M. Wexler M.D., 310 Colorado Ave., Pueblo, Colo. 81005.

June 25-July 4: Section-obs. car "Cornhusker Club" from Omaha to New York via CB&Q and E-L. Lv. Omaha 10:30 p.m.; return lv. New York July 3, 10:10 a.m. Fare $155 up. Write Cornhusker, 2566 Farnam St., Omaha, Neb.

June 26: Pasadena to Del Mar (San Diego County Fair grounds) via special Santa Fe train. Lv. Pasadena 10:30 a.m.; av. 1:30 p.m. Returning, lv. 7:00 p.m., av. Pasadena 10:00 p.m. Car serving refreshments plus open-platform obs. car. Fare $7.50 (kids $4). Write Orange Empire Trolley Museum, Box 548, Perris, Calif. 92370.

June 18-19-20: "Railroad Days" in Dunsmuir and steam on the McCloud River RR. Write Northern Calif. RR. Club, Paul von Haften, 112 Arguello, San Francisco, Calif.

May 30: Tour of Toronto Trolley Lines in car 2766, last Peter Witt car. Lv. 10.00 a.m. Fare $2.50 if paid in advance. ($3.00 on car). Write Geo. M. Badstuber, Euclid Railfan's Club, 21701 Maydale Ave., Euclid, Ohio 44123.

July 2-3-4-5: Cascade to Portland, Ore. Steam on SP&S branch line between Veronia and Banks, boat ride thru locks to Bonneville Dam. Write Hal Rogers, Central Coast Ry. Club, Box 1714, San Jose, Calif. 95109.

Aug. 1-21: Tour to Japan for NMRA. Lv. San Francisco via Japan Air Lines. For brochure write Paul Shimada, 3509 Northgate Blvd., Sacramento, Calif. 95834.

Aug. 20-Sept. 3: Special train to NMRA convention run by Private RR. Cars, Inc. Lv. Pittsburgh, Pa., and Columbus Ohio, on Aug. 20, Fort Wayne, Ind. and Chicago, 21st; behind Burlington steam engine 5632. Go to Banff, Jasper, Vancouver for Aug. 26-29 (convention), SP Shasta Route, optional side trips. Write to Dan Ferris, Private RR. Cars, Inc., 424 Ludwig Rd., Fort Wayne, Ind.

Aug. 30-Sept. 20: European tour, NMRA to rr. museums, model rr. meetings, ride trains, see France, Germany, Switzerland, Austria, Italy, Portugal; via Swissair, fare $795 from New York Idlewild Airport, $100 deposit now. Write: Walthers Tours, 1245 N. Water St., Milwaukee, Wis.

June 27, July 25, and Aug. 29: Ontario Northland Ry. offers old-fashioned excursion, Cochrane to Moosonee and Moose Factory way up on James Bay, 186 miles. Cochrane is where ON Ry. crosses Canadian National, 576 miles from Quebec. Ride 228 miles, Toronto to North Bay via CN plus 260 miles from North Bay to Cochrane on the ON. Lv. Cochrane 8:30 a.m. EDT on "Polar Bear Express." Opportunity to see northern wilderness. Entertainers on train, also restaurant car. Write Ontaria Northern Ry., 805 Bay St., Toronto, Ont., Canada. ●

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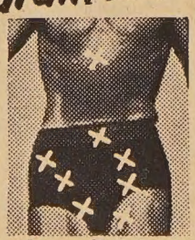

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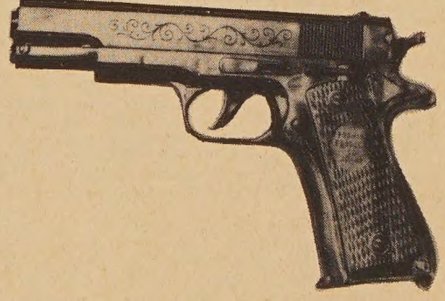

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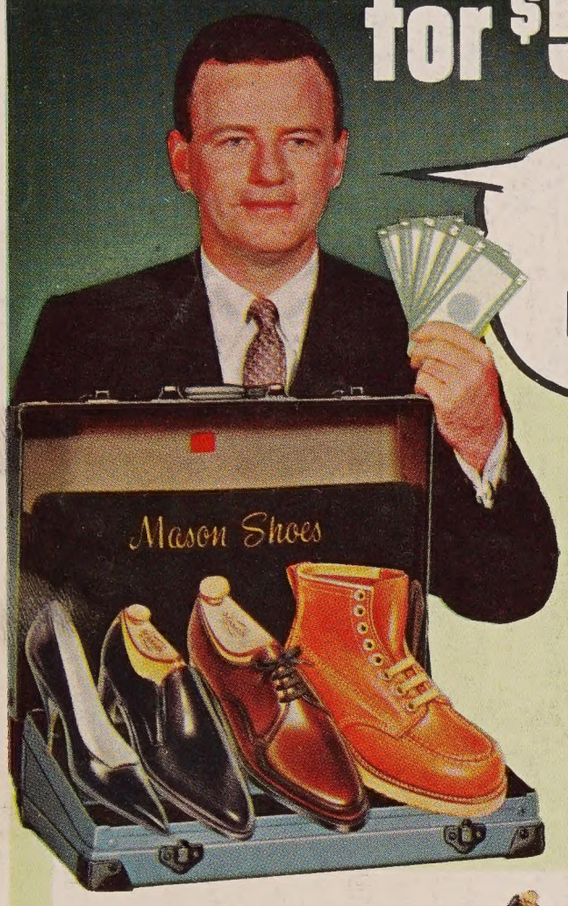

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